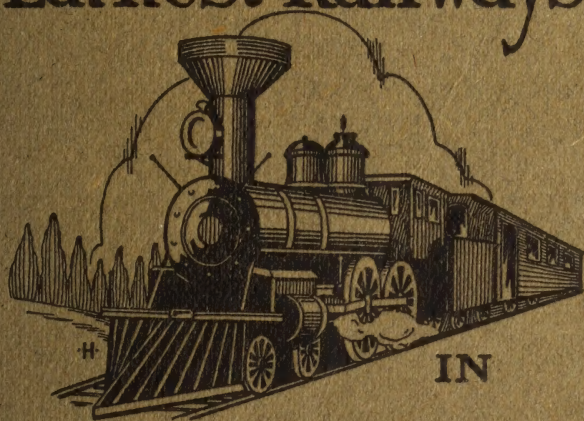


Clarke's History
of the
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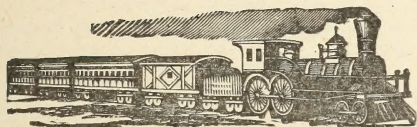
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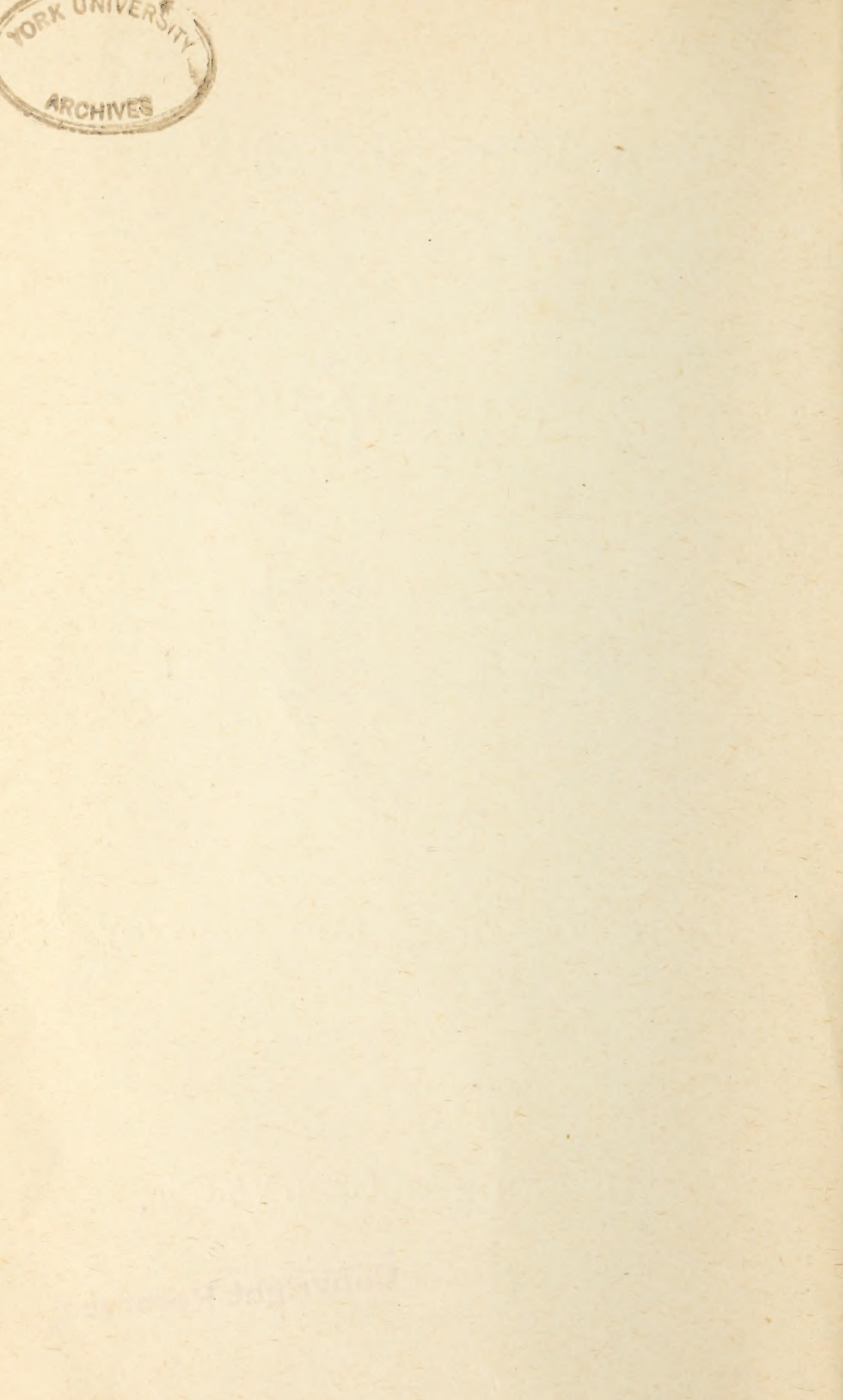
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Interesting Stage and Railway
Facts, etc.

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EARLY HISTORY OF RAILROADING

IN THE ANNAPOLIS VALLEY AND ELSEWHERE IN NOVA SCOTIA.

BY CONDUCTOR W. W. CLARKE.

WHEN Hon. Joseph Howe, away back in the fifties, or earlier perhaps, advocated the building of a railway to connect Windsor with Halifax, he did not intend that the railway would end for good and all in the town of "Sam Slick" fame. He saw farther than that in the matter. Howe had in mind a western Nova Scotia trunk line, such as the Dominion Atlantic Railway is at this time.

The trouble in promoting and carrying out such schemes in the old days was money. All such schemes were financed in the Old Country and just at the time the Windsor Railway was being agitated for, the Crimean War had but ended and financing in the Old Country was rather difficult. However, money was found to build the road as far as Windsor, and there the matter ended for a time, but soon the slogan, "On to Annapolis," was heard throughout the Valley, and it bore fruit, for in 1866 the surveying of a route for a railway from Windsor to Annapolis was begun. The engineers were Kumbie and Brunell.

However, Mr. Howe was not premier when the building of the road was commenced. Sir Charles Tupper was.

Murdock's history of Nova Scotia informs us that in February 1816 Isaiah Smith, stage driver, notified the travelling public that they could travel from Halifax to Windsor and from Windsor to Halifax for six dollars. His stage-coach, which would accommodate six inside passengers, made two trips each week. Considering the enormous amount of railway traffic between Halifax and Windsor today, this scrap of ancient history appeals to the traveller with a degree of absurdity. The Windsor and Annapolis Railway was registered in England on May 1, 1867.

The Dominion Atlantic Railway had its beginning in 1866. On July 6th the following letter was sent to the Hon. Charles Tupper, Provincial Secretary, Nova Scotia, at Halifax:—

"Sir:—We the undersigned, hereby propose to construct, equip and operate the proposed Windsor and Annapolis Railway upon the following conditions—

1st—The time for the completion of the railway to be three years.

2nd—The government to give us the right of fixing the location of the road.

3rd—Increase the present subvention to £30,000 a year for the first four years, amounting to £120,000.

4th—To be paid £40,000, for the bridge over the River Avon at Windsor.

5th—About the end of the second year from the commencement of the work the sum of £190,000 to be provided by the government by capitalizing the annual subvention, which in about thirteen years will pay the interest from a sinking fund, to pay off the sum.

6th—Payments to be made to us monthly as the work advances, upon actual work done and materials delivered, such payments to be derived at by means of a schedule of prices to be hereafter agreed upon.

7th—To enjoy all the privileges conferred by present act of incorporation of the Windsor and Annapolis Railway Co.

(Signed) JOHN WARDROPE & CO.,
Brownville, Canada West."

* * * * *

Preceding this movement the Nova Scotia Government had tried to get some English gentlemen interested in starting the railway between Windsor and Annapolis.

In the latter part of 1866 all arrangements were perfected and the survey for the Windsor and Annapolis railway started at Windsor, engineers Kambie and Brunell. Among the members of the staff was Joe Edwards, afterwards conductor for several years, and later officiating as station agent at Annapolis. John Carroll was also a member of the staff, later serving as conductor, and in 1880 being promoted to Traffic Superintendent, later acting as Town Clerk of Kentville.


The track was laid with iron rails—40 pounds to the yard, 5 ft. 6 in. gauge.

FIRST ENGINE.

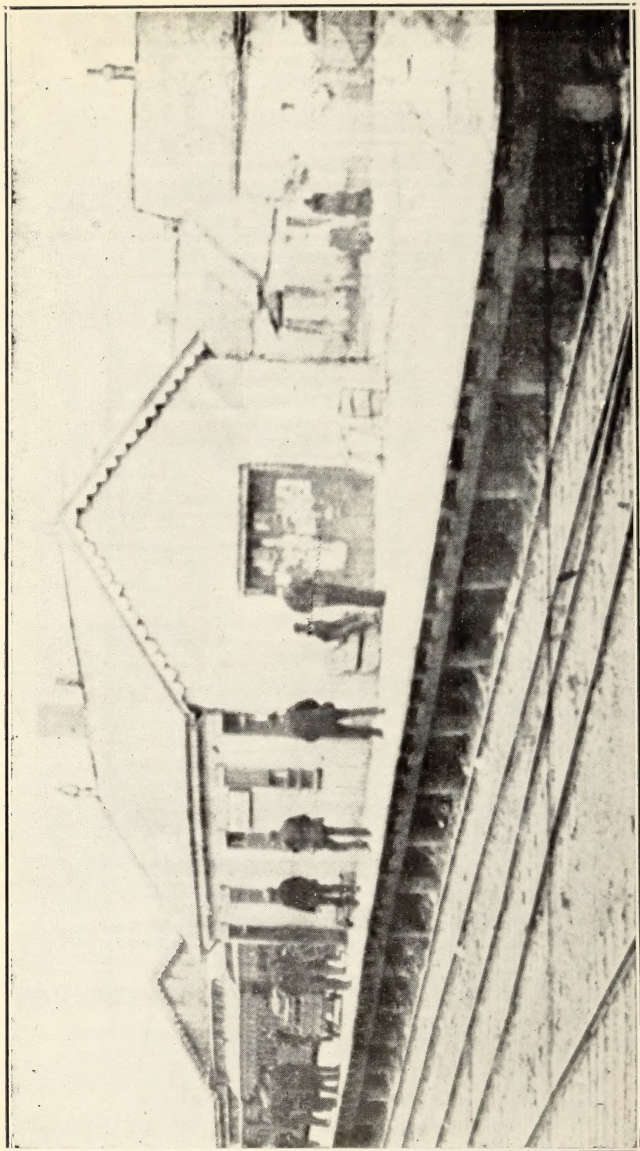
In the spring of 1869 the first engine on the W. and A. R. was landed at Elderkin Creek, one mile east of Kentville—Joseph McLellan, driver; Nick Whalen, fireman. The second engine, "Joe Howe," landed at Bridgetown, Fred Journey, driver of this engine. These engines were purchased from the Nova Scotia Government. Tanks were under the engines and they were four wheelers.

1869.

Engine, "St. Lawrence" landed at Annapolis on the south side of the present railway wharf from a steamer called "The



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First Station W. & A. R. at Annapolis, 1869.

Prince of Wales." This was a second hand engine (Portland) 6 cylinder 12-21, William Boyd, driver.

1869.

At this time Wolfville was the headquarters of the W. and A. R. During the year engine No. 1, "Evangeline," and No. 2, "Gabriel," 16 x 24 cylinders, were landed at Wolfville. These engines were built at Bristol, England, by Fox & Walker & Co., and exhibited wonderful power in ploughing through snow. Later in the year four more engines were added to the service. Thomas Legge came from England with these engines and later became locomotive superintendent. Two machinists also came with the engines, George Jepson and John Waugh. The latter died in 1870, but George Jepson remained in the service for several years.

ANNAPOLIS TO HORTON.

The opening of the road between Annapolis and Horton Landing was August 18th, 1869. The first passenger train left Annapolis about 9 a. m.—Conductor James Keys, Driver Billie Boyd, Fireman John Phalen, Engine "St. Lawrence." The train arrived at Kentville about 3 p. m., and a big banquet was held in the present machine shop; then proceeded to Horton Landing. Thomas Legge drove the engine from Kentville to Horton Landing; George Donsten, then Traffic Superintendent, acting as conductor.

Daily trains were run following the opening of the railway from Annapolis to Horton Landing, and Horton Landing to Annapolis passengers being driven by stage from Windsor to Horton Landing. Mr. Pratt, brother of the late H. A. Pratt, was the first agent at Middleton and would travel on trains both ways, sell tickets and collect freight charges. Mr. Ruggles was the first agent at Annapolis; first agent at Bridgetown, Mr. Croskill, now agent at Bridgetown for the H. & S. W. R. R.

The general offices for the W. & A. R. were built at Kentville, 1868, on the ground where Conductor W. Herberts' house now stands. George Brown, father of R. Brown, train despatcher, Kentville, being the first auditor with his office in this building. The building, long and narrow, was later converted into a dwelling.

(Copy of letter received from the Engineers' Office, Halifax, in 1866.)

Nova Scotia Railway,
Engineer's Office,

Halifax, Dec. 21, 1866.

Hon. James McDonald, Financial Secretary.

Sir:—Having heard indirectly that it is the intention of the contractors for the construction of the Annapolis Railway to "break ground" in the course of a few days, I beg

respectfully to state that unless such is being done with the knowledge and approval of the government, the proceeding seems irregular and premature, for up to the present time no official communication has been had with the commissioners of this department. Moreover the government, so far as I am aware, have accepted no definite location of the railway and unless there exists some special reason for the performance of the ceremony at this particular time, I would suggest that it be postponed until the surveys are properly completed and the line of location finally determined upon and appointed by the Governor-in-Council as required by the contract.

I have the honor to be, Sir,

Your obedient servant,

ALEX MACNAB,

Chief Engineer.

SHUNTING BY HORSE.

At this time the shunting of cars at Annapolis was done by a white horse, driven by the late Anthony Riordan.

On the fourth of October, 1869, the tracks were badly damaged by the Saxby Gale. The dykes at Grand Pre were broken and the tide swept away the road bed. At this point trestle work had to be put in to allow the water to pass through and save more of the road from washing away.

Oct. 4, 1869, the road badly damaged between Wolfville and Grand Pre. At this time the Engine Hiawatha carried a pressure of 200 pounds, which was remarkable at that period on this side of the Atlantic.

On Dec. 18th, 1869, the first train of the Windsor and Annapolis Railway arrived in Windsor.

In June, 1870, William Yould came to Kentville as a machinist and put new machinery shops in shape.

In June, 1870, James Leitch came to Kentville as a machinist and was afterward made Locomotive Foreman at Halifax.

On January 1st, 1872, the first train of the W. and A. R. ran through from Annapolis to Halifax, the W. and A. R. being granted running power over the Windsor Branch, which had been leased to them. They were also granted running power over the fourteen miles from Windsor Junction into Halifax. John Carroll, Kentville, was the first conductor to run a W. and A. R. train into Halifax; John Cameron, driver, and John Murray, a Government conductor acting as pilot from Windsor to Halifax.

D. HALLISEY.

Preceding this the railway between Halifax and Windsor was known as the Nova Scotia Railway. In 1857 D. Hallisey helped build the Nova Scotia Railway. When the road was completed he became agent at first station, Beaver Bank,



(From left to right.)

Standing—B. Farrell, Brakeman

S. Hall, Postal Clerk

M. Griffin, Fireman

Seated— J. Ritchie, Baggage Master

J. P. Edwards, Conductor

F. Carter, Locomotive Engineer

and held the same for a long period of years. Previous to the completion of the railway, horse and produce were loaded on flat cars and carried to Halifax. Man, horse and wagon (not to exceed 500 lbs.) would be carried from Mt. Uniacke to Halifax for fifty cents. As many as fourteen cars of wagons have been conveyed at one time to Halifax.

RAILS BY TEAM.

When extending the W. & A. R. to Halifax the rails were hauled by teams to Mt. Uniacke from Bedford. One night a heavy rain storm descended upon the pile of rails, washing away the ground and burying 100 of the rails. They still remain buried at Mt. Uniacke.

The first engine used on the Nova Scotia Railway was known as the "Mary Ann." Driver Woodworth, who was drowned when the engine ran off the track at a place now known as Fairview. The second engine was "The Mayflower," and the third engine "Joe Howe."

Railroading in the Maritimes was undergoing its initial boom about this time. Gradually the horses of steel were supplanting the stage coaches. The year 1872 marked the beginning of inter-province transportation. On November 11 of that year, the first railroad train ran between St. John and Halifax. This road had been for years under construction and its completion marks the beginning of the rail era in North America. The conductor on this famous train was John Ryan, while the engineer was S. Cameron.

SHIPBUILDING.

We read a great deal of the days of clipper ships and many fail to remember that our own province of Nova Scotia was one of the leaders of the world during that era. Vessels carrying the British flag, with the seal of Nova Scotia on their sterns were carrying the produce of the world into the seven seas. And it seems peculiar for us today to read of these sea-worthy vessels being built in such places as Horton Landing. When we think of shipbuilding at all we picture such maritime ports as Mahone, Liverpool or Shelburne. Just before the completion of the Windsor and Annapolis Railway, Windsor, Horton Landing and Annapolis were turning out some splendid craft. At Horton Landing a big shipbuilding plant was situated between the railway bridges and the main road bridge. We read of the two barques "Florence" and "Margaret Doe" being launched away back in the 1870's.

THE GREAT STORM, 1872.

Many of the old-timers whom we remembered to speak of the Great Snow Storm (and from their accounts of it, it certainly should be spelled with capitals). In fact, some of the veterans, still say of an exceptional storm, "There ain't been

anything like it since the great storm of 1872." This storm was a disastrous one indeed. Not only were the main roads of the province tied up for weeks, but the railroads which at that time did not have the snow-fighting facilities that they today possess, were also seriously affected. For fifteen days not a train moved in this province. Farmers who had been transported to Halifax on the train, together with their horses and wagons, became storm-stayed in the city. This had a more serious effect than is apparent on the face of it. During this half-month no fresh produce found its way into the city. The farmers themselves who were unable to get to their homes where they might be fed. Many of them volunteered to shovel snow for the railway company and individuals for their food and a chance to get home.

BEGINNING OF W. C. R.

On Monday morning, September 22, 1873, the first sod of the Western Counties Railway was turned at Lovitt's wharf, somewhere near the present situation of the Boston and Yarmouth Steamship Co., at Yarmouth. On Wednesday, September 2, 1874, the first rail was laid, the first spike driven by George B. Doane, president of the Company; second spike driven by S. M. Ryerson, Treasurer of the Company; third spike driven by B. P. Ladd, one of the directors; fourth by J. K. Ryerson, M. P. P. for Yarmouth Co.; fifth by G. M. Tooker; sixth by J. M. Bingay, Secretary of company. The first locomotive, "Pioneer," arrived at Yarmouth October 20, 1874, and the first trip was made October 27. The road between Yarmouth and Digby was formally opened for traffic in the year 1875, the first passenger ticket being purchased by J. R. Kinney, M. P. P. The first excursion was a May party, Tuesday, May 10, 1875. Train left foot of Lovitt St. at one p. m., returning at five p. m., and running as far as Pitman Road. Train consisted of twelve platform cars and carried between 1100 and 1200 passengers, accompanied by the Milton Brass Band.

On January 15, 1880, the Western Counties Railway closed its traffic, the last train running that day from Digby, and did not resume operations until Monday, 26 April, 1880.

The Western Counties Railway operated the Windsor Branch from the summer of 1877 to the fall of 1879, running four locomotives belonging to the Windsor branch—, names, Frank Killam, Halifax; Windsor, and Yarmouth.

CHANGE OF GAUGE.

On Friday, June 26, 1875, the gauge of the Windsor and Annapolis Railway was changed from 5 ft. 6 in. to 4 ft. 8½ in. between Windsor Junction and Annapolis. The Dominion Government exchanged the old, wide gauge engines for nine Standard Gauge engines. Trucks under cars were changed at Kentville.



Second W. & A. R. Locomotive.

UPPER ROW—Thomas Walsh, Harry Appleton, James Appleton, Hants Mosher, Alec Wilson, Sandy Nickel,
 John Holley, Herb Parish, Dan Copeland, James Driscoll, Wm. Blundell, James Griffin, Chas Dorman.
 LOWER ROW—John Hughes, Ephraim Hiltz, Michael Driscoll, boy, Chas. Benang, Edw. Williams (boss painter),
 John Perry (boss blacksmith), boy, James Leitch (master mechanic), boy, Chas. Parish, William Malcolm,
 Peter McQuarrie, Marshall Schofield, Wm. Crandell, Joseph Galant, John Rodger, H. Manning, David Harris,
 Tom Calder, Andrew Leitch, Joseph Goal, John Robinson.

The change from broad to narrow guage (from 5 ft. 6 in. to 4 ft. 8 in) was made in about ten hours, preparations being made in the spring. A spike was driven inside on every other sleeper to the new gauge, and the inside spikes drawn from every other sleeper of the old gauge. This meant that when the change was actually undertaken the inside spikes from other sleepers had to be drawn and the rail moved over under the lip of the spike of the new gauge.

Engine 1, "Evangeline," 2, "Gabriel," 3, "Hiawatha" were built at Kingston, Ont., 1866, 65 inch drivers, cylinder 15x2 ½.

Engine 4, "Blomidon," 5, "Grand Pre." Builders, Fleming, St. John.

Engine 6, "Gaspereau," 7, "Basil," 8, "Benedict," 9, "Minnehaha," built at Portland, Maine, drivers 62 inch, cylinders 16x24. Weight of these engines with tenders attached 55 tons.

THREATS AGAINST R. R.

In August, 1877, the Dominion Government cancelled lease of Windsor Branch because of threats made along this branch if the Government attempted to run this piece of road. When one of the first trains came up from Halifax the trainmen found a huge tree laid across the track a short distance out from Windsor.

(Extract from Western Chronicle, Kentville,^s Sept. 11, 1878.)

"The supporters of the McKenzie Government contest that Dr. Tupper and his party gave the Windsor Branch to the Western Counties Railway. Whose Government was it that wrested the Branch line forcibly from the company that for a year had exercised running powers? Is it not well known that on the eve of the Digby election this act of spoilation was perpetrated? Was it Dr. Tupper, who was so desirous to ensure McVail's election? The assertion is too transparent. Neither will it do to blame the W. and A. R. Co., because they refuse to submit to dictation as to terms by the W. C. Co. The misunderstanding as to rates of freight and passage with all the inconvenience of changing cars at Windsor is attributable to the forcible and hasty ejection of the W. and A. R. prior to any arrangement as to joint action by the two contending parties.

The actual ownership of the Windsor Branch does not concern the general public half as much as does the extra charge for freight. The inconvenience of changing cars and the impracticability of getting through tickets, and for all this the McKenzie Government is responsible in having forced the two companies into antagonism."

FIRST MECHANICAL SUPERINTENDENT.

William Yould (now retired and living in Kentville) joined the W. and A. R. April 28, 1870. Went with the Western Counties Railway as mechanical superintendent and store keeper at Halifax, Oct. 1, 1877. The W. and A. R. regained possession of the Windsor Branch and Mr. Yould came back to Kentville as mechanical superintendent. Later (1912) he was given the title of engineer and mechanical superintendent. On Feb. 12, 1912, Mr. Fullerton was appointed engineer of the road with headquarters at Kentville. Mr. William Yould retired on pension June 30, 1912.

MANAGERS.

Vernon Smith, 1869—April 1872.
Peter Innes, 1872—June, 1889.
John W. King, 1889—April, 1890.
W. R. Campbell, 1890—May, 1897.
P. G. Gifkins, 1897—Nov., 1915.
K. Sutherland, 1897—Nov., 1899.
G. E. Graham, 1915—

LOCOMOTIVE SUPERINTENDENTS.

Thomas Legge, 1869—1872.
Thomas Mason, 1872—1874.
James Leitch, 1874—1879.
William Yould, 1878—1912.
James H. Yould, 1912—

STAFF CHANGES.

During the time that the Western Counties Railway operated the Windsor branch Thomas J. Lynskey was general manager. John Carroll, the present Town Clerk of Kentville, was agent for the W. and A. R. at Windsor. Mr. Carroll was afterwards promoted to general freight agent, office at Kentville, which office he held until December 30, 1896, when he resigned.

William Fraser, on the promotion of Mr. Carroll, Manager Maritime Express Co., Halifax, came to Kentville as general freight agent. Mr. Fraser was formerly I. C. R. agent at Windsor Junction.

H. M. Bailey, chief train despatcher, Kentville, for a long time, resigned December 30, 1896.

Alex McGregor, appointed Marine Superintendent with offices at Yarmouth, January, 1898, relieved Mr. A. D. Hewitt, who was promoted to General Passenger Agent with offices at Halifax. Mr. Hewitt held office only a short time on account of ill health. Died at Annapolis.

H. V. Harris was at this time General Manager of the Midland Railway, now Branch of D. A. R., Windsor to Truro. G. A. Parker, General Manager C. V. R., Kentville to Kings-



Windsor and Annapolis Railway Officials.

port. J. S. Brignell, General Manager W. C. R., Annapolis to Yarmouth.

George Donkin, 1869, First Train Master and Traffic Superintendent.

A. M. Metzler, 1869, First Station Master, Kentville.

David Lyons, 1869, First Telegraph Operator, Kentville.

James Leitch, First Store Keeper, Kentville.

Daniel Griffith, First Car Inspector, Kentville.

Daniel Ward, First Car Builder, built cars at Wolfville, then headquarters of the road.

AIR BRAKES.

May 5, 1884, No. 1 Engine, driver Dan Copeland, made first trip with a full train of passenger cars, equipped with Westinghouse Automatic Air brakes.

August 20, 1884, No. 1 Engine, F. Carter, with passenger train made the run from Annapolis to Kentville in one hour and twenty-seven minutes (59 miles).

Conductors in order—James Keys, Edward Dennison (father of present Dennison family living in Kentville); John Carroll, Joseph Edwards, John Clarke, Amos Schuman, David McNutt, Peter Smith, Edward Ritchie, John Ritchie.

In July, 1889, John W. King, was appointed General Manager. Vice President R. Innes resigned on account of ill health.

October 30, 1889, the first engine, No. 2, crossed the Cornwallis Bridge, with ballast for C. V. R.

On December 23, 1889, Nova Scotia Central (Middleton to Bridgewater) opened for traffic, connecting with the W. & A. R.

On August 21, 1890, the first train west of Annapolis ran on the Missing Link, W. & A. R., engine driver, Robert Stewart; Conductor, David Cook; train loaded with cars of rails and ballast.

MISSING LINK.

The Missing Link between Digby and Annapolis was completed Monday, July 27, 1891, the first through train to Halifax running that date. Engine No. 2, driver Dan Ashe; Manager, George B. Doane, D. G. Murphy, in charge, was the first engine to pass over the Missing Link, ascertaining that the railway was in readiness for the opening July 27th. On the return to Yarmouth, Frank Clements, of Yarmouth, rode as a passenger in the baggage car, earning the distinction of being the first passenger carried between Digby and Annapolis. The first through train from Yarmouth to Halifax was in charge of Conductor David McNutt, Engine driver Dan Ashe. The first carload of freight for Yarmouth to pass over the Missing Link was a load of brick for the new Bank of Nova Scotia building, arriving August 19 of that year.

Previous to July, 1879, the Missing Link was but partially built, and work had been stopped.

When it was resumed rails were laid from Digby as far as Plymton and from Yarmouth to Big Cut, West of Weymouth Bridge (partially completed). The earth was dug out and graded for rails. Locomotive, "George B. Doane" was landed at Digby. Locomotive No. 7, "W. H. Moody" and Locomotive "Weymouth" were landed in Yarmouth, 1879. Locomotive No. 3, "Western" was landed at Annapolis and brought to Digby on scow by George E. Corbet. Passenger car (No. 11) was also landed at Annapolis and brought to Digby on scow by George E. Corbet.

FEW ACCIDENTS.

January 14, 1894, special train with Flanger left Kentville for Annapolis, Engine No. 7, Obediah Pudsey, driver; and Frank Smith, fireman; E. Brooks, roadmaster acting conductor. On a return trip when $\frac{1}{4}$ mile east of Gibbons Bridge (one mile west of Wilmot) the engine and plow left the track. On account of the frozen ground the fact was not noted. Upon reaching the bridge the plow and engine broke through the bridge, killing Pudsey and Smith.

July 23, 1894, special train left Windsor for Bear River with excursion party for Cherry Carnival. Conductor A. Herbert. Shortly after leaving Mt. Denson this train ran into special train in charge of William Herbert, bound east for load of plaster. William Taylor, father of Robert Taylor, the genial time keeper, was the engineer. Both engines and several cars were badly damaged. William Taylor and the driver of excursion train, Fred Miller, seriously hurt.

STEAMSHIPS.

October 3, 1894, S. S. Prince Rupert arrived at Annapolis for inspection by Dominion Government. D. Stevens was inspector at that time. The steamer was put on the St. John and Digby route, making remarkably quick passage between the ports. The following season she made two trips daily between Digby and St. John.

On March 11, 1896, a disastrous fire swept the engine shed at Annapolis. The fire caught in the early morning and the shed was soon in ruins. All of the engines were, however, saved.

JUBILEE CELEBRATION.

In 1897 the general manager had the honor of communicating to the individual members of the staff that he had received the thanks of the Queen for the kind message of congratulation on the occasion of her Jubilee, sent to Her Majesty in the name of the staff of the Dominion Atlantic Railway, May 28th.

May 28th, 1897, W. R. Campbell, general manager, gave



*Conductor WILL CLARK, Author of this book,
Train Crew on last trip of Blue Nose in 1916. This popular train is now operating.*

a jubilee dinner in Blanchard's Hall, Kentville, to the staff of the D. A. R. Following the dinner an entertainment was given in same hall by the Josie Mills Dramatic Co. During the progress of the dinner Mr. Campbell sent a telegram of congratulation to Queen Victoria on behalf of the staff. Every man, who found it possible, attended this dinner. The band of H. M. S. 1st Royal Berkshire Regiment from Halifax, was present, the bandmaster was A. V. Banwood. It was declared that this Jubilee dinner was one of the most successful affairs ever held in Kentville and the band music the best ever produced in the town.

MORE CHANGES.

Jan. 1, 1897—William Grierson, master car builder, resigned, after being in the employ of the W. and A. R. from the early days in 1868. The present machine shop of Kentville and several of what were considered the best passenger and freight cars were built by Mr. Grierson—among them No. 1 and No. 5 passenger cars, extra fine and still running in good order.

August, 1897, Sutherland, Manager of D. A. R. resigned.

January 8, 1898, General Manager W. R. Campbell, died in London.

On January 8, 1898, Captain Curry, of Avondale, while driving home alone from Windsor had his wagon struck by No. 5 train. It is supposed that Capt. Curry had fallen asleep. He was instantly killed. The tragedy occurred at Garland's Crossing, two miles east of Windsor, Engine Driver, Richard Mosher; Conductor, W. W. Clarke.

Feb. 2, 1898, John Pudsey, Track Master, run over in Kentville Yards, losing a leg—(left).

February 2, 1898, Engine with plow ran off the track near Hebron Station, plow being so badly broken it had to be burned.

June 26, 1899, A. D. Hewatt, General Manager Passenger Agent, W. and A. R. died at Annapolis.

On January 1, 1900, Mr. William Fraser, was transferred from Halifax to Kentville where his position was confirmed as per following copy of circular:

"June 20, 1900—Effective this date, Mr. Wm. Fraser's official title will be that of Traffic Superintendent with headquarters at Kentville.

(Signed) P. GIFKINS, (General Manager.)

August 4, 1891, the Flying Bluenose went into commission.

On November 22, 1892, the electric lights were turned on in the town of Kentville, and shops and offices of W. & A. R.

July 26, 1892, Windsor and Annapolis Railway took over the Cornwallis Valley Railway (running from Kentville to Kingsport) and ran first train July 27.

On Saturday, September 29, 1894, Dominion Atlantic Railway officials went to Yarmouth with Engine No. 12, "Kentville," to take over the road between Yarmouth and Annapolis, Engine Driver, Dan Copeland; Conductor, W. W. Clarke. On Monday, October 1, 1894, the road between Yarmouth and Annapolis was taken over and called the Dominion Atlantic Railway. The first through train from Yarmouth to Halifax under the D. A. R., left Yarmouth Monday a. m., October 1, 1894, Engine No. 18, "Digby," Driver, Dan Ashe; Fireman, Chas. Stockall; Conductor, David McNutt. The through train from Halifax came into Yarmouth in the evening of Oct. 1, 1894, Engine No. 16, "Atlanta," Driver, William Ward; Conductor, W. W. Clarke.

The Windsor and Annapolis took over the Yarmouth and Annapolis Railway, (Yarmouth to Annapolis), October 1st, 1894, whereupon the name of the system was changed to Dominion Atlantic. The Dominion Atlantic took over the Midland Railway, Truro to Windsor, October 7th, 1905. When the road first opened up between Annapolis and Windsor it would seem some Nova Scotia railway men went over to it. Joe McLellan, locomotive engineer, and James Keys, conductor; Edward Dennison was also a conductor. Pat Kennedy was one of the first firemen following Keys. As conductors, came Joe Edwards, John Clark and John Carroll. Edwards and Clark ran on through trains. John Carroll, I am told, was the first conductor of the Kentville local. I do not know how they came in line after that, but there was Addie LeCain, Will Clark and Will Herbert. Other early conductors were Jack Ritchie, Bill Corbett, Al. Herbert, Bill Herbert, Norris Margeson, and later John Matheson, John Mennie, Mansfield and Addie Nichols, Gus Dickey, Al. Frizzle and Geo. Williams and Dan Muir. Early drivers I recall were Dan Copeland, retired and living at Annapolis; Fred Carter, Charlie Maloney, William Ward, William Manning. Some old time brakemen were Jack Dykens, Charlie Morley, George Anderson, Hans Mosher, now conductor on the H. and S. W.; Will McClafferty, now retired I. C. R. conductor living in New York; George Margeson, who died in the West; Will Harrison, who went West; James McDorman, retired I. C. R. trainman, residing in Truro.

It is interesting to note that Kenny Sutherland, one of the managers of the road, now deceased, helped to build it. He was a stone cutter in connection with the building of the Windsor Bridge.

The system has made considerable progress during the last few years under the direction of Mr. George E. Graham, the present manager, and the end is not yet.

Just watch it grow.



The Great Snow Blockade on Falmouth Grade.

Mr. F. G. Comeau, general agent at Yarmouth for a number of years succeeded Mr. Fraser as General Freight Agent with headquarters at Halifax, his appointment dating from January 1st, 1900.

April 9th, 1900, had to run snow plow ahead of train to Annapolis; snow so heavy at Falmouth that No. 2 stuck east of Falmouth Station for two hours.

GIFKINS SUPERINTENDENT.

August 1, 1897, P. Gifkins appointed Superintendent in place of K. Sutherland, resigned.

August 30, 1897, S. S. Prince Edward arrived at Yarmouth from the builders, Captain Mac Gray in command, followed later in command by Capt. William Lockhart, of Avonport.

Saturday, May 21, 1898, launching of our first steamer. A. D. Hewatt, General Passenger Agent at Halifax, resigned, succeeded by Mr. Armstrong, who had been at Kentville.

August 5, 1901, President and Directors made inspection of the road with special train. Made run from Kentville to Windsor in twenty-five minutes with five cars and B. Yould at throttle of engine.

September 5, 1903, Vice President and Mrs. Ronald gave a reception for the company and employees, followed by a concert in Margeson's Hall, Kentville. A large number attended and enjoyed a delightful evening.

January 18, 1904, Robert Grierson, Master Car Builder, died.

October 7, 1905, the Dominion Atlantic Railway took over the Midland Railway—Windsor to Truro.

March, 1905, Big snow storm, road blocked for many days.

1907, Earl and Lady Gray and party carried over the road by extra train, Halifax to Digby.

October 25, 1908, Wolfville station and freight shed burned.

December 28, 1908, Tank near Middleton station burned.

January 7, 1909, Engine and cars all equipped with M. C. B.

May 14, 1910, "The funeral of His Majesty King Edward VII takes place Friday next. Please wear the enclosed crepe band on the left arm on that day as a mark of deepest sorrow and respect."

P. GIFKINS, General Manager.

(This order was given to all employees of the D. A. R.)

August 16 and 17, 1912, Their Royal Highnesses the Duke and Duchess of Connaught, the Princess Patricia, with their escort, travelled over the D. A. R., leaving the train at Wolf-

ville and rejoining it at Kentville, where they remained over night, leaving Kentville at 8 a. m. August 17, for Digby, the same day proceeding to St. John by S. S. Earl Grey.

February 12, 1912, Mr. Fullerton appointed Chief Engineer.

APPOINTMENTS.

Engineers—Puttrell, 1869; James Fraser, ————; K. Sutherland, 1897; William Yould, 1897–1912; William Fullerton; William Hare and ———— McQuarrie.

“November 18, 1898, Mr. A. D. Hewatt, general passenger agent, has obtained leave of absence, owing to ill health, and his position will be filled in the meantime by F. H. Armstrong.

“Mr. A. C. Currie relieved Mr. Armstrong at St. John, and Mr. W. J. Murphy takes his place as ticket agent at Hollis Street.

(Signed) P. GIFKINS, Supt.”

“June 21, 1898, Mr. D. J. Murphy has been appointed to the position of Road Master for the whole line, with full charge of the permanent way, under the direction of Mr. William Yould, mechanical superintendent and engineer.

(Signed) W. R. CAMPBELL, Gen. Man.”

“January 1, 1910. Effective this date, Mr. R. U. Parker assumes the title and position of General Passenger Agent, and Mr. W. J. Johnson is promoted to Assistant Marine Superintendent, with offices at Yarmouth. (Mr. McGregor being Marine Superintendent.)”

February 7, 1912, A. H. Morash appointed Car Accountant.

February, 1912, A. E. H. Chesley appointed General Accountant.

February, 1912, G. A. Parker, Traffic Auditor.

February, 1912, G. Sterling appointed Paymaster.

February, 1912, D. J. Murphy, Jr., appointed Superintendent of Transportation.

February 1, 1912, the office of Accountant and Traffic Superintendent are abolished by the retirement of H. A. Pratt and William Fraser from the service.

P. GIFKINS, General Manager.”

Jan. 31, 1901—Through the order of P. Gifkins, Manager, all employees of the D. A. R. were presented with a band of black crepe, which they were requested to wear the following Saturday as a mark of respect and profound regret on the occasion of the funeral of Her Majesty Queen Victoria.

Boston and Yarmouth Steamship offices taken over by the Dominion Atlantic Railway, June 21, 1901.



LAURIE ELLS,
Superintendent D. A. R.

Laurie Ells, the present popular Superintendent of the Dominion Atlantic Railway, was born in Kentville and received his education in the public and high schools of Kentville. He began his career as a clerk in the General Passenger Department, Kentville, and advancing rapidly has shown remarkable efficiency in carrying through the duties of his present position. Although still a young man, Mr. Ells has proved himself most capable in assuming heavy responsibilities.

June 28, 1904—Double track opened up for traffic between Halifax and Rockingham.

February 29, 1912, Henry Bailey has been appointed Bridge and Building Master with office at Yarmouth. This relieves D. J. Murphy of bridge building.

June 1, 1913, Mr. Johnson is appointed General Storekeeper at Kentville.

January 1, 1913, effective this date, P. N. Parker is appointed Traffic Auditor at Kentville.

December 1, 1915, effective this date, the position Superintendent of Motive Power and Master Car Builder are abolished. James Yould is appointed Master Mechanic in charge of all rolling stock.

(Signed) George E. Graham."

August 1, 1912, James Yould is appointed Superintendent Motive Power, and will have control of Locomotive Department. George Gillingham is appointed Master Car Builder. The office of Mechanical Superintendent is abolished.

November 1, 1915, Mr. P. Gifkins, General Manager, resigned.

November 1, 1915, Mr. George E. Graham appointed General Manager.

(Signed) GEORGE BURRY, Vice-President."

January 1, 1900, F. G. J. Comeau was appointed General Freight Agent at Halifax, succeeding William Fraser, transferred to Kentville office.

K. L. Chipman was appointed Travelling Freight Agent, May 1, 1917.

February 4, 1918, R. B. Brown asked to be relieved of the duties of Trainmaster and Chief Train Despatcher. Geo. A. Dumphy appointed Train Despatcher in Mr. Brown's place.

September 1, 1918, C. D. Sillars appointed Travelling Passenger Agent.

May 31, 1912, the Sick and Accident Fund terminates and the employees will come under and enjoy the privileges of the Pension Department of the Canadian Pacific Railway equally with its employees.

March 16, 1916, D. J. Murphy, having enlisted for active service, was granted leave of absence and was succeeded by R. B. Brown, Trainmaster and Chief Despatcher, with office at Kentville.

February 15, 1921, J. A. Herbert was appointed Roadmaster of the Western Division with headquarters at Yarmouth—Vice, A. King.

**SOME OF THE CONDITIONS EXISTENT BEFORE THE
RAILROAD WAS OPENED UP—HALIFAX TO
WINDSOR AND HALIFAX TO TRURO MAIN ROADS.**

**First Windsor Train Carried Horse, Wagon and Men from
Mount Uniacke to the City for Fifty Cents—
—The Stage Lines.**

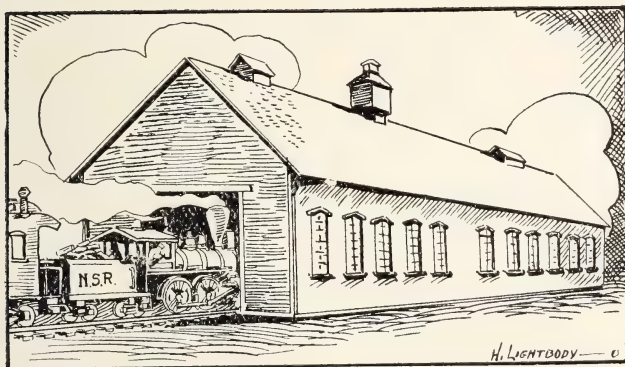
The main line of the Dominion Atlantic Railway connects Yarmouth at the southwest extremity of Nova Scotia and Halifax, the capital, through the beautiful and fertile Annapolis Valley. This main line consists of four constituent parts, namely, the Nova Scotia Railway from Halifax to Windsor, the Windsor and Annapolis, the "Missing Link" between Annapolis and Digby, and the Western Counties Railroad, connecting Digby and Yarmouth. The road was in operation between Halifax and Yarmouth for many years before the "missing link" gave a continuous railroad journey, the connection between Annapolis and Digby being by water over the entire length of the Annapolis Basin. Added to this main line and now an integral part of the railroad were two other sections, namely, the Midland Railroad, between Windsor and Truro, and the Cornwallis Valley branch paralleling the main line from Kentville for a few miles west.

On account of military considerations there was early opened up a road between Annapolis and Halifax and later this was improved so as to become passable for vehicles. One of the early references to travel along this route is given by Edward Winslow, secretary to General Campbell, in 1784, who had a home at Granville, which he called "Mount Necessity." He records that it took him four days of "thumping, swimming, wallowing, and tumbling" to reach his home from Halifax. In J. B. Calkin's "Old Time Custom," we have the following: "Early in the Nineteenth Century the roads between Halifax and Annapolis were made passable for wheeled vehicles. From Kentville to Halifax was a day's journey. It was continuous travelling, except two short stops for exchange of horses and one for dinner. The coach was a covered vehicle drawn by four or six horses and seated twelve or fifteen passengers—seven inside and others on top."

Murdoch's History of Nova Scotia informs us that in February, 1816, Isaiah Smith, stage driver, notified the travelling public that they could travel from Halifax to Windsor and from Windsor to Halifax for six dollars. His stage-coach, which would accommodate six inside passengers, made two trips each week. Considering the enormous amount of railway traffic between Halifax and Windsor today, this scrap



North Street Station, Halifax. Destroyed in Great Halifax Explosion.



The First Station at Windsor, N. S.

of ancient history appeals to the traveller with a degree of absurdity.

Seven Hours to Windsor.

In a book published in 1830 by Captain W. Moorsom, entitled "Letters from Nova Scotia," he has the following to say: "Windsor upreared itself as the primary point of attraction. 'How did I get there?' I hear you exclaim. By much the same means as you would in England, namely, per stage-coach; forty-five miles in seven hours, including breakfast time. Not, however, that the said stage is a counterpart of the Oxford 'Regulator,' or the Cambridge 'Times.' It resembles the light vans of the Isle of Wight, with canvas covering for wet weather."

"Posting is out of the question; everyone travels with his own or hired horses, or takes advantage of a stage on the two principal roads." (Halifax-Truro, Halifax-Annapolis.)

In 1829 Belcher's Almanac contains a full page advertisement regarding the stage-coach from Halifax to Annapolis. The stage left Halifax for Kentville Tuesdays, Thursdays and Saturdays at five a. m. in the summer and on the same days left Annapolis for Kentville. On Mondays, Wednesdays and Fridays it left Kentville for Annapolis and Kentville for Halifax, so it required two days to travel between Annapolis and Halifax and the fare was £2.10. In winter the stage left later and there were only two trips a week.

We find in 1833 an advertisement for a packet running from St. John to Annapolis and Digby and return. But the earliest notice of a packet is in 1800, when the packet between Parrsboro and Windsor was advertised. In 1839 a daily stage service was inaugurated between Halifax and Windsor, but only three days a week could one go further. In the same year there is an advertisement of a steam packet between St. John and Windsor. The importance of the stage to Windsor was in the connection of the Atlantic with the Bay of Fundy. One could really make the trip between Halifax and Amherst much quicker by Windsor than by Truro, for, leaving Halifax Tuesday morning by stage for Windsor and taking the packet on Tuesday evening for Parrsboro, one could arrive in Amherst on Wednesday noon. There was also a packet which ran from Windsor to St. John making the journey between Halifax and St. John very expeditiously this way.

First Railroads.

It is not surprising then when railroads were first built in Nova Scotia that they were constructed from Halifax to Windsor and to Truro.

The first of the constituent factors of the present Dominion Atlantic Railroad to be constructed was the so-called Nova Scotia Railroad from Halifax to Windsor. This was com-

pleted in 1857. A part of the Confederation agreement was that the Nova Scotia Railroad should be taken over by the Intercolonial. This was done and the part from Windsor Junction to Windsor has remained the property of the Dominion government until within a few years ago, but the Windsor and Annapolis and later the Dominion Atlantic had running rights over this part of the road. The first train to pass from Annapolis to Halifax arrived in the latter place on January 1, 1872. On this train, John Carroll, late Town Clerk at Kentville, was Conductor; John Cameron, driver, and John Murray, an Intercolonial Railway conductor, acted as pilot from Windsor to Halifax.

* * * * *

APPLE INDUSTRY SHOWS GROWTH IN THE VALLEY.

Warehouse After Warehouse Along Main Line of D. A. R. Show Importance of Industry.

A development that must impress the traveller no less than the orchardist of the Annapolis Valley, is the remarkable growth of warehousing accommodation for the care of products of the farm and orchards.

Not only in numbers are they impressive; their substantial appearance and the evident care of their up-keep gives an air of prosperity that will do much to influence the settlers when the tide of immigration turns this way.

Looking back twenty-five years to 1895 there were but two warehouses, one at Port Williams and one at Cambridge. After this the growth was gradual until the big apple crop of 1911; that year the yield was a record, and practically double of any crop hitherto, amounting to 1,700,000 barrels of commercial apples.

Berwick, Nova Scotia, records the largest shipment of apples for some years during the season of 1922-23, which totalled 111,509 barrels and 2523 boxes. Approximately 8000 barrels of apples were lost in the disastrous fire, which destroyed a warehouse. The season for 1920-21 showed a shipment of 102,529 barrels of apples.

Fortunately the season was a mild one, otherwise there would have been a heavy loss, as apples were stored in barns and cellars until such a time as room could be provided in existing warehouses as the crop moved forward. Since then the growth has been keeping pace with the demand, until now the value of the apple warehouses is comparatively estimated at a replacement cost of \$1,100,000.

Along the line of the D. A. R. there are 107 warehouses located as follows: Main Line Newport to Metegan, 76; on Midland, 2; on Kingsport Branch, 17; on Western Branch,

12. Those on the Western Branch have been constructed within the past five years.

They total a basement and main floor space of 866,182 square feet, and a normal storage capacity of 60,250 barrels.

The intention was to keep to a standard building 100 x 40 feet. This may represent a majority of the warehouses for width, but in length there are now several of 200 feet with a storage capacity each of 18,000 barrels. If these warehouses were placed end to end in a row they would cover an area 21 miles in length with a average width of 38 feet.

With the exception of those owned by various speculators which would represent 30 per cent., the balance are controlled by Farmer Co-operative organizations, a system that has given excellent satisfaction.

Industries that have developed with the growth of orcharding and are now well established are those of evaporating and canning, also plants for the conversion of cider into vinegar, temperance drinks and jellies. From two small evaporators in 1911 there are now 13 in an area of eight miles, with capacities ranging from 180 to 400 barrels apples a day. The canning factories last season had a turnover of 10,000 cases of canned apples, apple butter and apple conserve; two vinegar factories produced over 120,000 gallons cider vinegar besides carrying on very large trade in the manufacture from apple cider of various temperance drinks. One factory at Bridgetown specializing in cider beverages was not able to keep pace with the demand for their goods last year.

Experts tell us there are orchards enough now to produce a 3,000,000 barrel crop provided all orchardists had the same experience and skill in the care and cultivation of their trees. Compared with the acreage available, the amount of orchard now set out is a mere trifle. With the influx of settlers we may look forward to an era of agricultural and commercial development surpassing the splendid growth of the past ten years.

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HYDE'S ROYAL STAGE LINE BEFORE RAILROAD CAME.

Romance of Hiram Hyde, M. P., Stage Driver, Contractor and Layer of First Telegraph Cable.

1858. Passengers from Truro for St. John, N. B., had to travel by the Nova Scotia Railway, Truro to Halifax. Halifax to Windsor, (Nova Scotia Railway was then only built between Halifax and Windsor) Windsor to St. John by Bay of Fundy steamer, St. John, to Point DuChene by European and North American Aailway, Point DuChene to Charlottetown by Prince Edward Island steamer and Charlottetown to

Pictou by P. E. I. steamer, Pictou to Truro by Hyde Stage Line.

The Hyde Stage Line originated with Hiram Hyde, who came from New York when a lad of twelve and entered the employ of Huff's, stage coach proprietor. He worked rapidly to the top of the ladder, married one of the daughters of one of the firm. When he came to Nova Scotia he established the line later known as the Hyde Stage Line between Halifax and Pictou. These coaches were first class in every way. Later Mr. Hyde entered politics and became a member of Parliament. After going out of the stage coach business Mr. Hyde became a contractor for the government, chiefly in supply wood for the locomotives. He also engaged in farming. Mr. Hyde shared the distinction with F. N. Gibson of laying the first cable (telegraph). It was from Cape Tormentine, N. B., to Cape Traverse, P. E. I. Mr. Hyde died in Truro, December 14th, 1907.

Before the Hyde Stage Coach Line was established the method of travel was either on foot, on horseback or by horse and sleigh. Mr. Hyde was awarded the contract to carry Her Majesty's mail and the line became known as Hyde's Royal Mail Stage Line. In 1906 a number of old Nova Scotia Railway tickets were discovered. The coupons of these tickets read: Truro to Halifax, Halifax to Windsor by N. S. Railway, Windsor to St. John by steam boat, St. John to Point DuChene by European and North American Railway, Charlottetown and Pictou by boat, Pictou to Truro by Hyde's Royal Mail Stage Line. During the visit of the Prince of Wales (King Edward VII) to Nova Scotia in 1860, he journeyed from Truro to Pictou by Hyde's Line, Mr. Hyde himself, driving the stage.

The building of the railway between Truro and Halifax scattered the business of the Hyde's Royal Mail Stage Line, and in 1869 when the railway was extended from Truro to Pictou Landing, the stages ceased to run. This was the first railroad to be built in Nova Scotia and ran from Albion Mines, near Stellarton, to a point on the East River known as the "Loading Ground" and later extended to Pictou Landing. The road was of the standard guage, four feet, eight and one-half inches. The railroad was designed, built and engineered by Peter Crerar, a native of Perthshire, Scotland. He was a school master of profession, but developed marked skill in engineering and became an authority among experts.

FIRST LOCOMOTIVE SUPPLANTS HYDE.

The first locomotive in operation in North America ran on this railroad between Albion Mines and Abercrombie, at Stellarton. It was known as the "Samson." It was equipped with driving wheels six feet in diameter, made entirely of cast iron, and with vertical cylinders. The tender was run

in front of the engine and it will be noticed that firing was done from that end. The photo also shows the first drop bottom hopper in North America. What you might think is a cab, directly behind the engine, is a passenger car fitted with two side doors and solid leather seats, back and front. The driver has his hands on what was in those days the signal lamp. This was a huge fire lamp and was filled with coal fire and of course would be burning brightly before the train started. The drop bottom hopper is still used at Albion Mines to supply culm coal to the coke ovens. The rails the locomotive stands upon are the old English type, known as the "Bull-head." They were supported by an iron chair bolted to the ties and secured to the rail with wooden pins and keys.

I may say that the old roadbed, which can still be traced, running along the left bank of the East River, was levelled with the spirit level, culverts and drainage are just as good as the day they were installed and show little or no signs of wear and decay.

The grand opening of the road was celebrated at that time with visits from many shareholders and a number of notables from England. There was a banquet and tables were laid in what was then known as the only Round House in America. At a huge bonfire four oxen were roasted whole and consumed and rum in plenty was drunk.

Here also was the first train wreck recorded in American history and several people lost their lives. The original locomotive was sent to the World's Fair. Author, James Blair, Roundhouse Foreman at Stellarton, N. S.

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NOVA SCOTIA BRANCH RAILWAYS.

(By Links and Pins.)

About the time the I. C. R. was opened up a company commenced to build a railway from Yarmouth to Annapolis, but owing to encountering bad ground at Digby, chiefly quick sands, they built only as far as that place. The road known as the Western Counties and completed to Digby. David McNutt, a native of Colchester, who was first employed as brakeman on the Nova Scotia Railway, and later on the Windsor and Annapolis became the first conductor. Dan Ashe, if I mistake not, was one of the first drivers, if not the first. He is now roundhouse foreman for the Dominion Atlantic at Yarmouth. George Williams, now a veteran D. A. R. conductor running between Kentville and Yarmouth, was one of the first Brakemen, and was only about 16 years old when he began.

About 1890 the Dominion Government, if I am not mistaken, built or largely contributed to build the missing link

between Digby and Annapolis. Shortly after the Windsor and Annapolis was renamed the Dominion Atlantic Railway, and took over the line from Annapolis to Digby, making a continuous route from Halifax to Yarmouth.

In 1875, or thereabouts, a company commenced to build a road connecting with the I. C. R. at New Glasgow to Mulgrave, a distance of 81 miles to be known as the Eastern Extension, the building of which was subsidized by both the Dominion and Provincial governments. It was opened for traffic part way, as far as Murphy's Mills, Antigonish town, the fall of 1878, and completed and opened up to Mulgrave in 1880. The engineer of the first passenger train was a man named Jackson, and his fireman was John McEacheran, now retired locomotive engineer, Mulgrave. The conductor's name was O'Donnell, and both he and the driver Jackson, belonged to Ontario. Another of the first drivers on that road was Daniel Ormiston, of Pictou, who is, or was not long since, engineer of the New Glasgow water works. One of the first firemen was Alex. Dunbar, of New Glasgow, or near there, now a veteran I. C. R. engineer at Mulgrave. He went firing when but 16 years old, and was running a locomotive at 19, probably the youngest driver at that time in Canada. His brother John was also one of the first firemen. About 1882 the company got into financial difficulties, and the provincial government took over the road, and operated it for a short time, when it was finally taken over by the Dominion Government and operated as a part of the Truro Division of the I. C. R., of which J. J. Wallace was then superintendent.

Meantime, Nathan Pushie and "Joe" MacKay, who had been in train service on the I. C. R. had joined this road as conductors, and John McEacheran, Alex. Dunbar, and John Dunbar, had become drivers. I think James Holmes and Finlay Ross were at least among the first brakeman, and I also think W. P. Smith and W. L. Irish joined the service as baggage masters and train telegraph operators. William Gordon also occupied a like position on that road.

In the latter part of the 80's the Dominion Government began the building of a railway from Point Tupper to South Sydney and North Sydney. This road was opened up for traffic, Monday, November 24th, 1890, and as a result a new division of the I. C. R. was created to be known as the Eastern, or Sydney and Oxford Junction division, with F. D. Laurie as superintendent. Mr. Laurie, a brother of the late General Laurie, was paymaster of the eastern extension when under construction, and was superintendent when the company operated the road. New Glasgow was made headquarters of the division and is yet. Conductor Nathan Pushie is still in the service running between Truro and Sydney, the "nestor" of the Eastern branch. Joe MacKay left the service to engage in evangelistic work, and is now a Presbyterian

clergyman on Prince Edward Island. As stated, John McEacheran has retired, and resides at Mulgrave. Alex. Dunbar is still in the service, running a shunter in Mulgrave yard. John Dunbar, his brother, is dead. W. L. Irish is also still in the service, baggaging between Truro and Sydney; W. P. Smith is a conductor, running out of Truro. William Gordon is a retired conductor living on his farm at Marshy Hope. J. J. Wallace retired, and is living in Vancouver. F. D. Laurie is dead.

About 25 years ago a railroad was built from Yarmouth along the South Shore of Nova Scotia as far as Pubnico, I think. In due course it was absorbed by the Halifax and South Western, owned and operated up to a few years ago by McKenzie and Mann, in other words, the Canadian Northern. I have not had time to hunt up dates and other information respecting those roads, nor have I yet, facts in respect to the Central railway, Middleton to Bridgewater, a part of the H. & S. W., or the Inverness, the Richmand, and the Joggins railways. Time at my disposal would not permit me getting absolutely correct dates, and other facts in connection with railway history of the Maritime Province. I can only give an outline.

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THE WESTERN COUNTIES RAILWAY.

In the winter of 1869 the first surveys were made for a railroad between Yarmouth and Annapolis by Collingwood Schreiber, C. E., and in April, 1870, the Western Counties Railway was incorporated.

To supplement a local subscription to the stock of the Company for about \$100,000 the Nova Scotia Legislature, in 1872, voted a subsidy of \$30,000 a year for 20 years, and 150,000 acres of crown lands. The cash subsidy was subsequently increased to \$8,000 per mile for the 90 miles between Yarmouth and Annapolis. New surveys were made in 1873; and in July of that year the Township of Yarmouth voted a subscription to the stock of the company for \$100,000, upon which the work of construction began in September following. Various political complications having retarded the progress of the work, it was not until Sept. 29, 1879, and after an additional provincial grant of £50,000 sterling, that the road was opened to traffic to Digby, and the same influences have hitherto been the chief factor in obstructing the completion of the line to Annapolis.

DIRECTORS.

1871—Loran E. Baker, President; John Young, Byron P. Ladd, Frank Killam, George B. Doane, George S. Brown, Samuel M. Ryerson.

1875—George B. Doane, President; Byron P. Ladd,

Frank Killam, Samuel M. Ryerson, Hugh Cann, Nathan W. Blethen, William H. Moody.

1885—Loran E. Baker, President; Hugh Cann, William D. Lovitt, Jacob V. B. Bingay, Frank Killam, Abel C. Robins, Joseph A. R. Kinney.

William H. Moody held his position on the Board as Township Director from August 1873, to January, 1884, when he resigned, and Joseph R. Kinney was appointed in his stead.

This road was open for traffic September 25th, 1879, with J. Brignell, now local auditor on the H. & S. W., as General Superintendent. The road was sixty-seven miles in length. As I have already stated the first conductor was David McNutt and the first engineer, Peter Robinson, who, afterwards went to the C. P. R., and is now a wealthy sheep rancher in Medicine Hat. Other of the early drivers were men named McEvoy, Dan Robinson and Dan Ashe.

1894 saw the completion of the missing link, between Digby and Annapolis—this road was taken over by the D. A. R., formerly the Windsor and Annapolis.

The first engines on this road were: "The Pioneer," "George B. Doane," "W. H. Moody."

There was another, the name of which I cannot recall. George Williams was one of Mr. McNutt's brakemen. He succeeded Mr. McNutt and went over to the D. A. R. with the road and is now running as stated, between Kentville and Yarmouth.

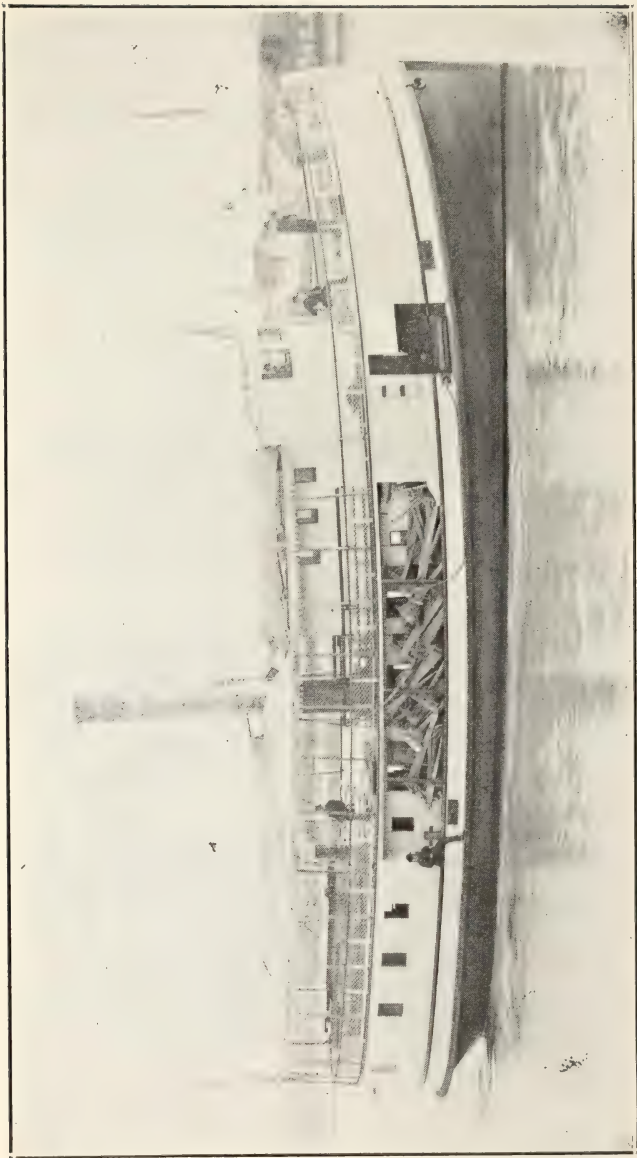
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YARMOUTH—AND THE WESTERN COUNTIES RAILWAY.

About the year 1868 or 1869, the merchants of the town of Yarmouth felt that the time had come for the western end of Nova Scotia to be connected by railway with the Annapolis Valley, and incidentally with Halifax and the other parts of Canada. A Company for that purpose resulted in the first survey being made by the Government in 1869, under the direction of Mr. Collingwood Schreiber, C. E. In April, 1870, the Western Counties Railway Company was incorporated. The records of the first directorate of the Western Counties Railway Company indicates that the following were the gentlemen entrusted with the development of this important scheme for Western Nova Scotia, viz.:

Loran E. Baker, President; John Young, Byron P. Ladd, Frank Killam, George B. Doane, George S. Brown, Samuel M. Ryerson, Directors.

The original intention of the Western Counties Railway Directors was to have a line of Railway built through the interior sections of Yarmouth and Digby Counties, touching at Weymouth and Digby, thence running along the shore of the Annapolis Basin through to Annapolis Royal. It is very easy



Royal Mail Steamer S. S. Evangeline, which operated between Annapolis and Digby. Geo. E. Corbett, Master.

to understand why the Directors inclined on an interior route through the Counties of Yarmouth and Digby. These men were engaged in shipping and shipbuilding, and lumber and timber were to be the basic cargoes for their vessels.

As soon as it became known that the original survey carried the railway through the interior of the country, the people along the shores of St. Mary's Bay became alarmed. They would derive practically no benefit from the Railway service; hence an effort was made to influence the Government to make one or more surveys closer to the shore. As a result of the activity displayed by the electors of Digby County at that particular juncture, the Railway was brought closer to the shore, but not as close as the inhabitants had hoped it would be built. The present line as it is operated today, was a compromise between the interior and the shore lines. The original construction extended only from Yarmouth to Digby, the Digby-Annapolis section, called the "Missing Link," was built several years later.

The building of the Western Counties Railway was an undertaking of greater magnitude from a financial standpoint than the original directors had anticipated. When the line was built and in operation it was found that the cost of operation was almost equal to the entire revenue derived from passenger and freight traffic. It was therefore, more or less of a burden on the company for a few years, and it was only after a hard struggle and a great deal of activity on the part of the Federal and Local Representatives of Yarmouth, Digby, and Annapolis Counties, that the line was completed between Digby and Annapolis. In the interim the service between Digby and Annapolis was performed by the steamer "Evangeline" under the capable management of Capt. George E. Corbett, whose geniality as commander soon became proverbial.

It is a matter of considerable pride to Yarmouth and its citizens that the men who originated the idea of building this railway for the purpose of providing tonnage for their sailing ships were followed by men of still greater vision who saw in the dim future prospects of developing an extensive tourist traffic from Boston to Yarmouth by fast steamers, thence by rail to Nova Scotia's beauty spots along the line of the Western Counties to the Windsor and Annapolis railways.

Men of the type of the Clements, the Killams, and the Bakers, were leaders in this new movement, and as early as 1865 Captain N. K. Clements gave evidence of his vision in the development of tourist travel between New England and Nova Scotia.

In 1865 this gentleman organized the Yarmouth and Boston Steamship Company, purchasing in New York the steamship "Linda," which afterwards was re-named the "Do-

minion." From that date until his death in 1880, Captain Clements labored with energy and perseverance beyond all praise, to establish and operate a successful steamship service between the points of Yarmouth and Boston.

In 1884 Samuel Killam placed the S. S. "Alpha" in opposition to the "Dominion" on the Boston route. The result, as could have been expected, was unprofitable, and was soon followed by consolidation of the two lines.

The formation of a new company under the Presidency of Hon. L. E. Baker in the early part of 1886, with whom were associated Lyman E. Cann and J. W. Moody as directors, was the inauguration of a new service which was intended to play a very interesting part in the development of the tourist industry in Western Nova Scotia.

The steel steamship "Yarmouth," built in Glasgow, arrived in Yarmouth on May 2nd, 1887, and made her maiden trip to Boston a few days later. She was followed by the steamer "Boston" in 1890, when a four-trip per week service was established. When one looks back to those initial days in an industry that has proven so successful in recent years, our appreciation goes to the men who labored through these early strenuous times in working out the transportation problem, which at times was discouraging, to say the least.

The building of railway lines in this province without steamship connections, is more or less like the working of a firm without providing a market for the output. The transportation problem here is best served by a linking of railway and steamship services, particularly in the handling of the tourist travel.

The establishment of the Nova Scotia Tourist Association in 1923 is more or less the culmination of efforts on these lines inaugurated at the outset of the formation of the Yarmouth and Boston Steamship Company in 1886, with its predecessors, who had worked out the general outlines of the service with steamers of inferior classes prior to the above date.

The building of the so-called "Missing Link" connecting the Western Counties Railway with the Windsor and Annapolis Railway at Annapolis Royal, completed the realization of the dreams of the Yarmouth railway promoters. It soon developed as a natural sequence that the Western Counties and the Windsor and Annapolis were to be lined up under one management. This took place in 1894, when these two lines were incorporated under the name of the Dominion Atlantic Railway. A new line of steamers between Yarmouth and Boston followed in the spring of 1896, when the Dominion Atlantic Company placed the S. S. "Prince Edward" in commission. The "Prince George" and "Prince Arthur" were added in the fall of 1896 and spring of 1897 respectively.

Daily trips between Yarmouth and Boston became an established ferry service during the summer months, and have so continued from above dates, save during the period of the Great War, when these ships were requisitioned by the British government for transport service in connection with the movement of troops across the English Channel.

As a tourist Paradise, the Annapolis Valley, popularly known as "The Land of Evangeline," made famous by Longfellow's "Evangeline," is now visited yearly by many thousands of Canadian and U. States tourists. The Annapolis Valley contains within its bounds many points of more than passing interest. The Digby Basin, Fort Anne, Annapolis Royal, with its treasure of antique relics gathered in the ancient officers' barracks, the Cornwallis Valley, the Gaspereau, Minas Basin, the Look-off, the Avon, and last but not least, beautiful Grand Pre Park, form so many points of scenic beauty, historical lore, and particular interest to visitors, that the writer feels incapable of describing them adequately. One must see this alluring country to fully appreciate its unsurpassed scenery. The panorama from the Look-off is a scene never to be forgotten.

OLD TIMES REPORT ON WESTERN COUNTIES RAILWAY.

The Western Counties Railway, Oct. 1st, 1879—Yarmouth Herald.

A special correspondent of the St. John Telegraph, who has spent some days at Digby and came to Yarmouth on the first train from that place, has written a history and sketch of the road, filling upwards of three columns of the Telegraph. With the history of the road, the difficulties encountered, and the energy displayed in the final accomplishment of the undertaking, our readers are already familiar. The facts supplied in the following extracts from the Telegraph are however not so generally known, and will be interesting to our readers, especially those in the counties through which the road passes:—

Right of Way—Character of the Work.

The right of way for the whole line—paid by the counties through which it passes cost: For Yarmouth, \$55,000; Digby, \$60,000; and Annapolis, \$35,000. The other chief local contributions to the cost of the undertaking have fallen upon Yarmouth exclusively, and amount to \$220,000 in hard cash—namely \$100,000 by the township, and \$120,000 by private subscriptions paid.

The clearing along the line is of the full width of 100 feet; and maximum grade is $1\frac{1}{2}$ to the 100, but this though sparingly used gives an ordinary capacity of twenty loaded cars; in location there is no evidence of that iniquitous

winding about which is charged against some lines built under a mileage subsidy; the box culverts are of stone and the open culverts of wood, but the latter are firmly built and so constructed as to be easily replaced by stone at any time; the bridges on the portion between Yarmouth and Digby with two exceptions, are of wood, but substantially erected, that at Weymouth, 1,249 feet long; there is also one at Hogan's Mill, a few miles east of Weymouth, having a superstructure of iron; the curves, with two exceptions, of 600 feet radius, being close to Digby, and the other, 750 feet radius, a few miles away, where the once proposed junction of what was to be the Digby branch with the main line was located; the sleepers are eight feet long, eight inches face, six inches thick, and are laid 2,640 to the mile; the rails are of iron, of the most approved pattern, 56 lbs.—not 45, as they might have been—to the yard and with fish plate joints; the gauge is the "Continental" 4 feet 9½ inches; the rolling stock throughout is good, of the best description, turned out by the very reliable parties mentioned above as having supplied it; the station houses will be neat and commodious structures, in fine contrast with most of those in Nova Scotia; the turn tables at Digby and another at Yarmouth—are sellers patent improved—the very best used; the tanks—two at Digby, two at Yarmouth, and one every twenty miles intervening—are Haga's new water elevator—such as have lately been supplied to the Midland Railway and are estimated to affect an annual saving to that line of \$6,000—consisting of an injector attached to the locomotive, with a pipe running to the tender, and connected by a flexible hose with a tank in the ground, which at least may be 20 feet, if need be, below the level of the rail; and the material used in ballasting is of excellent quality, while the names of Hallet and Deboo—to most readers of the Telegraph at least—furnish a sufficient guarantee that the material will be properly placed.

The General Superintendent and Staff.

T. J. Lynskey, Esq., General Superintendent, who had twenty years' experience on the Grand Trunk, and for a time on the Great Western of Canada, took charge for the company two years ago, of the Windsor Branch with offices in the North Street Depot at Halifax. On that which is called the Eastern Division, he had James Brignell, Auditor; John Morrissey, Train Despatcher, and A. LeCain and D. McNutt, Conductors. The Western Division will be run under Mr. Lynskey's management also, with Walter Phelan as Conductor; Wm. Fraser, of Windsor Junction, Station Agent at Yarmouth; James J. Foster, at Weymouth; G. G. Bulley, of Halifax, Digby; and James Drummond, spare men for Jedry's Corner or at whatever station most needed, also Charles Edwards, Baggage Master at Yarmouth, and Mr. Byrne, Baggage Master.



B. YOULD



*F. G. J. COMEAU,
Gen'l Freight & Pass. Agent, D. A. R.*



*A. E. H. CHESLEY
General Accountant, D. A. R.*



*F. L. COREY,
Chief Train
Despatcher,
D. A. R.*

ONE OF BEST KNOWN RAILWAY MEN IN THE MARITIMES.

One of the best known railway men in Eastern Canada is F. G. J. Comeau, the energetic and capable General Freight and Passenger Agent of the Dominion Atlantic Railway. Mr. Comeau is a Nova Scotian, a native of Digby County, where as a young man, (he is but young yet) he taught school. He began his railway career as station agent for the Windsor Annapolis Railway at Horton Landing, July 1st, 1881. The same year he joined the Western Counties Railway going to Yarmouth to relieve the Station Agent and Auditor, William Fraser. In 1883 he became Station Master for the W. C. R. at Meteghan. The 1st of May, 1885, he returned to Yarmouth to become Asst. Station Master and Train Despatcher. While he was at Yarmouth, the name of the road was changed from the Western Counties Railway to the Yarmouth and Annapolis Railway. This was in 1891 after the completion of what was known as the "Missing Link" between Digby and Annapolis. In 1894 the D. A. R. took over the Yarmouth and Annapolis Railway and operated it in connection with its line from Annapolis to Windsor and its running rights over the Windsor Branch to Halifax.

Mr. Comeau remained at Yarmouth as Station Master and Despatcher until January 1st, 1900, when he was promoted to General Freight Agent with headquarters at Halifax.

The 1st of March 1822, he was made General Freight and Passenger Agent. Mr. Comeau is imbued with the spirit that animates all of the officials and employees of the Corporation he is a valued employee of, that of making two blades of grass grow where one grew before their coming. He is an enthusiastic believer in the possibilities of the Maritime Provinces and that the time will come when they will be the most prosperous part of the Dominion of Canada.

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B. G. YOULD

Benjamin Goodwin Yould first saw the light of day in the Town of Windsor on the 6th day of December, 1869. His parents were born in England. His father, the late William Yould, being a well known and respected railroad man in his day, having been in charge of the construction of the Windsor Branch from Windsor to Windsor Junction. The subject of this sketch attended school at Halifax, when quite young. The family, having later removed to Truro, he attended school in that town, graduating from the Academy.

He served a short apprenticeship in the old Truro Foundry. But the call of the rails was too strong to withstand, so he left this employ before his indenture had terminated, and entered the employ of the Chicago and Rock Island Rail-

way with headquarters at Alton, where he gained very valuable experience in locomotive design and construction. Returning to his native province he entered on his life work on July 1st, 1894, as Locomotive Fireman in the employ of the Dominion Atlantic Railway.

He was promoted Locomotive Engineer on July 1st, 1896. For many years he was in charge of passenger trains out of Kentville. When sickness forced him to lay off, and for a number of years previous, he was engineer in charge of trains Nos. 95 and 98 between Kentville and Yarmouth. He was a man of sound judgment, trustworthy and efficient, popular with his fellow employees and trusted and respected by his superior officers. He left a splendid record of devotion to duty and to the thousands of passengers he safely piloted over the road.

HE WAS IRISH.

Many oldtimers remember the late Hughie Kirkpatrick, He was as Irish as his name, and first boilermaker of the road.

TWO GOOD RECORDS.

Conductor Norris Margeson, an employee of the D. A. R., has served under six managers, and is still the picture of health. He worked on the construction of the road. When the road was completed he became a section man and was later promoted to Conductor, a position which he efficiently filled while in active service.

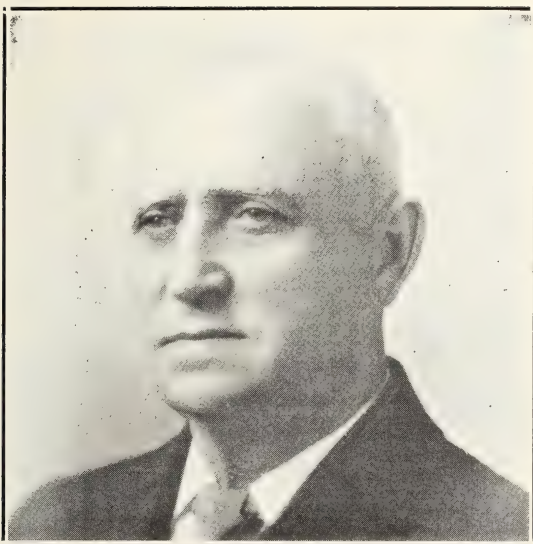
Another of the old D. A. R. employees has served the road nearly forty years and has never worked for any other employ than the W. & A. R., nor earned a cent from any other. There are a number of other excellent men in the service.

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HISTORY OF SICK AND ACCIDENT SOCIETY OF W. & A. RY. AND D. A. R.

Early in the history of the W. & A. Ry., a Sick and Accident Fund was established, realizing the necessity of providing ways and means for the relief of the sick and injured among the employees. Both officials and employees of the company contributed regularly to this fund and for a small sum each month all were entitled to medical and surgical services as well as medicines.

Provision was also made for a sum each day during disability with a sufficient amount in case of death to meet the urgent needs of the family. This system functioned efficiently and proved a great boon to the needy among the employees, until recent years, when the control of the Board by the C. P. R. resulted automatically in the C. P. R. system of relief



CONDUCTOR N. MARGESON

and pensions for employees injured or disabled by age or disease while in the company's service.

Dr. Henri Shaw, of Kentville, and Dr. Augustus Robinson, of Annapolis Royal, were the first medical officers elected, the former looking after the employees between Aylesford and Windsor, and the latter attending the employees between Annapolis Royal and Aylesford, with local surgeons attending emergency cases. Those two men were of high quality both as physicians and surgeons. Dr. Robinson has exercised remarkable powers professionally, and after nearly sixty years of strenuous practice is still going strong. During the forty years of its existence, Dr. Robinson continued to serve the Sick and Accident Society as a medical officer most efficiently and still retains the respect and confidence of a large company of railway people.

Following the death of Dr. Henri Shaw in 1883, Dr. W. B. Moore, Kentville, was elected medical officer, and after many years, although no longer officially connected with the railway, continues to serve with efficiency both as physician and surgeon, a large number of railway employees. Much beloved by railway folk and the public in general, Dr. Moore is deemed the friend of a host of Nova Scotians ever eager to seek his skill and advice. Dr. Moore pays a warm tribute to the ability, training and intelligence of the men, who have been responsible for the activities of the D. A. R. and the remarkable lack of serious and fatal accidents during the history of the railway. This good fortune on the part of both employees and passengers, claims Dr. Moore, was not due either to luck or chance, but to the excellent qualities ever manifest in the operation of the road by the management and the employees.

* * * * *

RESTAURANT SERVICE ON DOMINION ATLANTIC RAILWAY.

In the pioneer days of the Windsor and Annapolis Railway, ale, porter and other intoxicants were sold at the railway stations located at Richmond, Mt. Uniacke, Windsor, Windsor Junction, Kentville and Aylesford. In the immediate vicinity of Windsor Junction railroad tracks a "dock n' doris" could be procured at four different places. Previous to 1872 trains stopped twenty minutes for meals at the Junction House, situated at Windsor Junction and conducted by Mrs. Haley, who cordially invited travellers to step in and have "a glass of uale and leg o' shicken." Three other eating houses also served the travelling public at Windsor Junction, which at this time was both a fuel and water station, the fuel comprised of wood, which the men cut for two shillings a cord.

In connection with the opening of the new station at

Annapolis in 1891, a splendid restaurant was also opened and run by R. A. Carter. Kentville Railway Restaurant, which has always received liberal patronage from D. A. R. travellers, has during a long period of years been run successfully by the following: Capt. LeCain (brother of the late Conductor Addy LeCain); Edward Moore and Jim Rooney, who conducted the restaurant until taken over by the C. P. R. management.

Famous for its delicious fish patties, the little restaurant once located at Aylesford, recalls memories of the motherly Mrs. Patterson, who won the hearts of the "boys", supplying daily, quantities of the appetizing fish patties. Later the restaurant at Aylesford was run by David Franey, now in charge of Lyons' Hotel, Kentville.

For many years the restaurant located at Digby Station has been the mecca for scores of travellers and tender are the associations connected with the lunch room, where every day were—

Lunches tempting served by the Misses Vye,
And featured oft by luscious custard pie.

An institution of the newly erected station at Digby is the splendid restaurant, which is operated by C. P. R. management.

Travellers of the D. A. R. also remember the time when a lunch room was located at Windsor station, and conducted by a Mrs. Morine.

* * * * *

HUMOR CONNECTED WITH THE D. A. R.

Railroading, particularly during the pioneer years, is not without its touch of humor and throughout the making of the Dominion Atlantic Railway many a humorous incident is recalled by the employees and passengers with a chuckle. The following protest registered by a citizen of Annapolis Royal, who deplored the interruption of the simple life, appeared in an issue of an Annapolis paper:

"Editor Spectator.—Sir: I certainly must protest against the noise made by the train leaving this town at 5.25 a. m. It is very disturbing. No gentleman has occasion to travel at such an unearthly hour, and I consider such a noise altogether unnecessary in a respectable residential town. We in Annapolis Royal have our motor cars and should be permitted to enjoy our rest. Signed, 'Resident'."

Oldtime travellers recall the days, when the trains stopping at Windsor Junction would be boarded by the goats, which provided milk for a number of the Junction homes. Walking through the cars, the goats would visit the passengers in quest of something to eat.

In the days when wild life was more plentiful in Nova



Through to Digby without change.

Scotia, it was not an uncommon incident for the trains of the D. A. R. to run down a moose on the tracks. The last moose killed by a D. A. R. train was struck at Brushy Hill, with Major Roop as engine driver. The victim in this case was a large bull moose and created some anxiety and excitement at the moment, when the engine struck the unfortunate animal, but luckily the onslaught flung the moose clear of the engine.

Conductor Joe Edwards is responsible for the story of the little girl traveller in whom he took a kindly interest as the child had been placed in his charge when boarding the train at Annapolis. Busily engaged after leaving Annapolis, Conductor Edwards had failed to ascertain the destination of his charge, but frequently, when he passed the little girl's seat, she would entreat him to be sure and let her know when they reached Morden Road (now Auburn). This stop was then a flag station, and in a moment of forgetfulness the conductor permitted the train to pass Morden Road. Suddenly reminded of his charge, Conductor Edwards pulled the cord and had the train backed up to the station, hastening to assure the little girl that they had reached her station. Thanking the conductor, the little girl reached for her handbag, volunteering the information that her mother had told her to be sure and take a pill, when they reached Morden Road Station, but she was travelling to Halifax.

Incidents of travel on the D. A. R. when Nova Scotia knew little of the agony of rush, are frequently told, and among them one in which the milk of human kindness figured largely. Leaving Annapolis Station a male passenger was moved to pity by the incessant wail of a baby and the frenzied attempt of the mother to console the child. In confidence the mother told the sympathetic passenger that the child was hungry and she had forgotten to bring a supply of milk with her. A few minutes later the train made a stop; the kind hearted passenger alighted, and vaulting a fence, proceeded to milk a cow grazing in a neighboring pasture. He returned triumphantly to the train, bearing a generous drink of milk for the child, the crew holding the train while he committed the humane act.

The story is told regarding a General Manager of the D. A. R. who besieged by passengers seeking free passes, met one gentleman with a decidedly religious bent with a convincing argument. One day, when the pass-seeker visited the railway office in quest of a pass, the General Manager produced a card, which he presented to his visitor, and which read as follows:—"Bible Against Free Passes—'Thou shalt not pass.'—Num. 20:18; 'None shall ever pass.'—Isaiah 34:10; 'Suffer not a man to pass.'—Judges 3:28; 'The wicked shall no more pass.'—Nahum 1:15; 'This generation shall

not pass.'—Mark 13; 'Though they roar they cannot pass.'—Jer. 5:22; 'So he paid the fare and went.'—Jonah 1:3."

An amusing incident is told concerning the appearance of the first engine on the D. A. R. which was landed at Elderkin Creek. A colored citizen hearing the shriek of the engine whistle was seized with fear and fell into the culvert near the jail, shrieking, "Oh, Lord, have mercy! I hear Gabriel's horn."

Railway employees tell with mirth the story of the uncoupled car in ballast, standing on Brushy Hill on the main line, which effected an exciting run away. The car, carrying one lone man, made a run past Beaver Bank and continued its mad pace past Bedford, stopping on the sharp curve at Birch Cove. Witnesses claim that the man was dancing when the car passed Windsor Junction, while later witnesses of the adventure tell that the lone passenger was down on his knees praying when he passed Bedford.

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RE WINDSOR BRANCH.

The Windsor and Annapolis Railway Company was given damages to the amount of £115,000 for their loss of the Windsor Branch.

The following queries appeared in the Morning Herald, Halifax, Aug. 23, 1878, and were copied in the Western Chronicle, Kings Co., Aug. 28, 1878:

1. Why did Frank Killam, finding the late Government had no power to take away the ruling powers of the Windsor and Annapolis Company, become a supporter of Mr. Mackenzie within forty-eight hours of the announcement of the resignation of the Macdonald ministry?

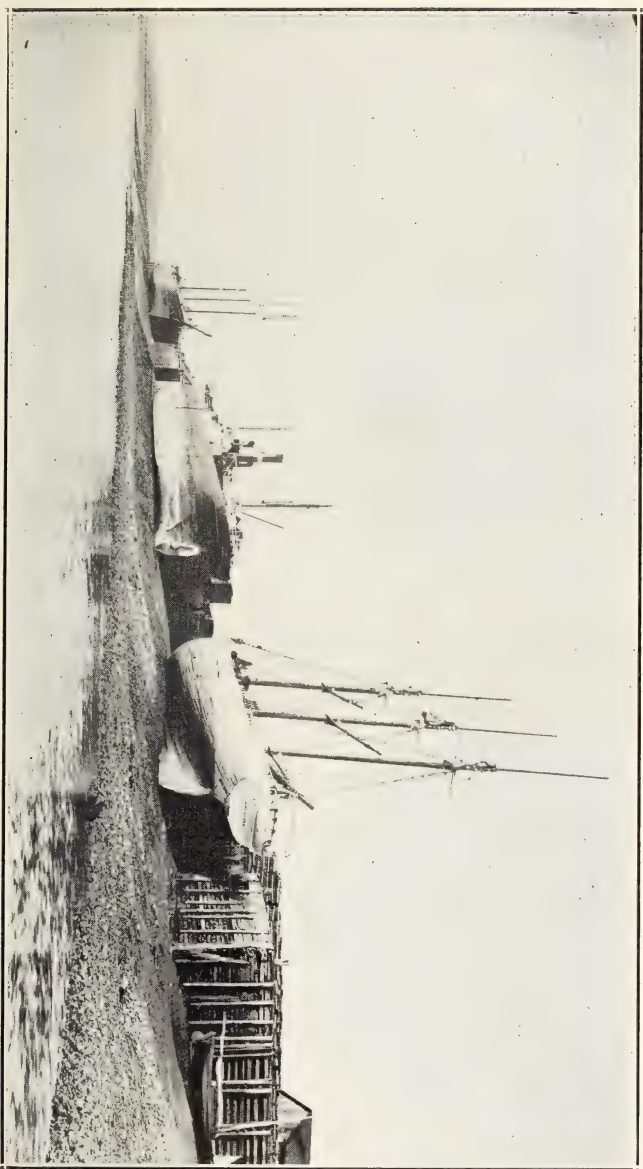
"2. Why did Mr. Mackenzie introduce an act intended to violate a prior act and confiscate corporate rights, in full knowledge of the facts, and at the same time carefully conceal from the parties concerned its ultimate intentions thereunder?

"3. Why did Mr. Mackenzie cancel a number of Orders-in-Council passed by his predecessors and leave those as to the Windsor Branch untouched?

"4. Why did Mr. Mackenzie in 1875, on the pretext that the Western Counties Company were 'not prosecuting the line between Yarmouth and Annapolis with all reasonable despatch' obtain authority to expend \$80,000 on the Windsor Branch?

"5. Why did Mr. Mackenzie obtain authority at the same time to expend some \$90,000 in connection with the change of gauge of the Windsor and Annapolis Railway on the recommendation that 'the existing arrangement with that Company should be continued.'

"6. Why did Mr. Mackenzie, in the same year, make



Low Tide Government Wharf, Windsor, N. S.

an agreement with the Annapolis and Windsor Company, by which differences were adjusted, and claims settled, and their lease of the Windsor Branch declared 'to be in full force and effect.'

"7. Why did Mr. Mackenzie in 1877, in violation of an Act of Parliament and of agreements made by his predecessors and himself, eject the company by force from the Branch?

"8. Why did Mr. Mackenzie presume to interpret and enforce an act of Parliament in the interests of the Western Counties Railway Company, after being warned of the disastrous consequences that would ensue, and urged to allow matters to remain in *statu quo* until the court had decided the question?

"9. Why did Mr. Mackenzie in 1875 declare that the Western Counties Company 'were not presenting the line with all reasonable despatch,' in 1877 hand over the Branch to that Company, when at the same time work of every description had been suspended on the Yarmouth road for nine months previously?

"10. Why does Mr. Mackenzie and his Government permit the Western Counties Company to retain possession of the Branch to the destruction of trade and detriment of public interests, while after twelve months further, they show no signs of resuming work or ability to complete the Yarmouth road?"

* * * * *

A few months preceding the completion of the road to Truro, the Windsor Branch was opened up with the Town of Windsor in holiday attire to welcome the arrival of the first train. A banquet of the citizens featured the merry-making with members of the Government and Railway officials present. William Boyd, an old countryman, was the first driver on the Windsor Branch, while a man by the name of Adams was conductor. John Murray, father of John Murray, who at one time served as baggage master between Halifax and Annapolis on the Windsor and Annapolis Railway, was the second conductor of the Windsor Branch.

Older employees of the D. A. R. recall in the year 1868-1869 how before the introduction of modern injectors, the engines were run up and down the track in order to pump water from the tender to the boiler.

A large wooden tank, built at the east end of Windsor station provided water for the trains in the early history of the road—the water procured by rain falling on the roof and running through the troughs leading to the water tank.

One railroad man, by the name of Macdonald, was employed at Annapolis to pump water from the well into the engine shed and thus provided engines with water.

At one time in the history of the W. and A. Ry., covered

bridges were located at Horton Landing, Hantsport and Bridgetown. At the east end of the Hantsport bridge were laid 1,800 feet of trestle work and 1,000 feet of trestle work at Wolfville. A high trestle bridge was located at Hancock's Grade—four miles east of Kentville.

At Doran's Crossing, three-quarters of a mile east of Windsor, an elevated foot bridge crossed the railroad track. So low was the bridge that trainmen, performing their duties on top of the cars, were constantly in danger. Heavy ropes, knotted at the end, swung at the entrance of the bridge and these ropes striking the heads of trainmen on top of the cars warned them of approaching danger and gave them an opportunity to fling themselves flat down out of reach of the bridge. Unfortunately, Gideon Bent—a brakeman—missed the warning rope and striking the bridge as the train passed under, was thrown from his post and fatally injured. In those days the brakemen were equipped with coils of rope, which they carried over their shoulders, and which connected the rear car with the gong in the engine.

A curious accident, which occurred at Windsor in 1872, is recalled by Engine Driver A. Carter, then in charge of Engine No. 7. In some mysterious manner the throttle of the engine, standing on the track, flew open and the engine made a runaway. Making a run down over the Government Wharf, the engine toppled into the river and was buried in water. Rails and sleepers had to be laid on the east side of the wharf to bring rescued engine back onto the tracks.

Railway employees and travellers of the years 1880-1885 remember well Tuck's Photograph Car, which travelled all over the road. Uncoupled from the train, the photography car was left on a siding at the various stations visited by Mr. Tuck, who attended to the pleasure of the community, then later moved on to new fields of operation.

ANNAPOLIS RIVER FROZEN OVER.

Few people in the Province of Nova Scotia have witnessed the freezing over of the Annapolis River. It was during the month of February, 1888, that this phenonema occurred, and the only time in the history of the D. A. R. At this time—the Missing Link not yet built—the ice caused considerable inconvenience as the frozen river extended three and one quarter miles from the railway wharf.

Passengers and freight from the Digby boat were transferred to sleighs and sleds and conveyed to the train at Annapolis Royal. A steamer, the "Azorian," from London, with a Captain Way as master, registering 689 tons and carrying a crew of twenty-one, was also stranded in the ice of the Annapolis River and her cargo of apples had to be transferred across the frozen river on sleds

LIVE STOCK FREIGHT.

About fifteen years ago it was the custom of the D. A. R. to handle a large quantity of live stock as freight. Each year approximately 400 to 500 head of cattle, the same number of sheep and 200 horses were billed from Kentville station.

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PAY SHEET, AUGUST, 1869.**First Pay Sheet of W. & A. Ry.**

1—W. R. Ruggles, Agent Annapolis	\$400	per year
2—C. Spurr, Agent Round Hill	200	"
3—F. Crosskill, Agent Bridgetown	400	"
4—H. W. Bailey, Agent Paradise	200	"
5—J. W. James, Agent Lawrencetown	400	"
6—N. Pratt, Agent Middleton	400	"
7—G. S. Kenner, Agent Aylesford	200	"
8—G. E. Lydiard, Agent Berwick	400	"
9—Metzler, Agent Kentville	400	"
10—E. A. Forsythe, Agent Port Williams...	400	"
11—J. M. Dennison, Agent Wolfville	400	"
12—A. Borden, Agent Grand Pre	200	"
13—D. H. Coffin (Cashier) Kentville	400	"
14—W. Boyd, engine driver	\$31.25	half month
15—J. McLellan, engine driver	33.75	"
16—J. Phalen, fireman	18.75	"
17—N. Phalen, fireman	18.75	"

Locomotive Acct.

18—M. MacDonald, pumper	13.00	"
19—J. Meritt, cutting wood	5.60	
20—Henry Masters, watchman	16.25	"
21—Augustus Eagle, watchman	16.00	"
22—Thor Patterson, Aylesford	14.00	"
23—John Morgan, Middleton (5 days) ...	5.00	
24—John LeCain, Annapolis (13 days) ...	13.00	
25—E. Driscoll, Annapolis (19 days)	19.00	

Trainmen

26—George Donkin, conductor (14 days).	32.20
27—Edw. Dennison, conductor (14 days).	21.42
28—J. Campbell, brakeman (12 days) ...	15.00
29—L. Gilnaught, brakeman (13½ days)	16.50
30—G. McKenzie, brakeman (11 days) ..	15.00
31—Jos. Edward, brakeman (12 days) ..	15.00
32—Thos. Driscoll, car oiler (8½ days) ..	9.35
33—Pat Kennedy, wood gang (12 days) ..	12.50
34—J. Gillis, wood gang (12 days)	12.50
35—O. Kennedy, wood gang (12 days) ...	12.25
36—John Mitchell, wood gang	13.75

37—Wm. Grierson, carpenter, \$2.25 per day	48.62	
38—George Marsh, painter,	16.50	
39—J. Benbridge, carpenter, \$1.60 per day	13.40	
40—O. Wallace, carpenter, \$1.50 per day	6.75	
41—J. McKittrick, carpenter, \$1.50 per day	17.62	
42—J. Chase, carpenter	1.25	per day
43—T. Porter, carpenter	1.25	"
44—T. Goodwin, carpenter	1.00	"
45—W. Barnaby, carpenter	1.00	"
46—O. Griffin, carpenter	1.50	"
47—T. Gillis, carpenter	1.50	"
48—J. Chapman, carpenter	1.00	"
49—T. Dillon, carpenter	1.25	"

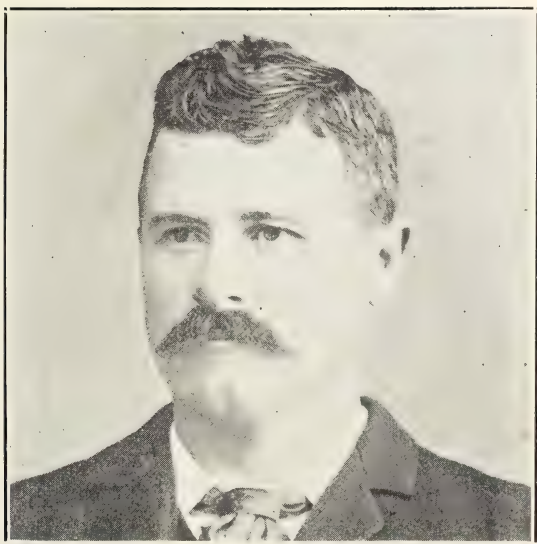
Capital Account.

Sec. No. 3.

50—Jas. Brown	\$40.00	per month
51—Dan Coyle	1.10	per day
52—Chas. Jessup	1.10	"
53—Jas. Walker	1.10	"
54—Peter Johnson	1.10	"
55—A. F. Adam	40.00	per month
56—Peter Rafuse	1.10	per day
57—Wm. Smith	1.10	"
58—Alex. Barnaby	1.10	"
59—John Mitchell	\$40 per month or	1.10 "
60—Woodworth Bowles	1.10	"
61—Henry Bond	1.10	"
62—Wm. Woodworth	1.10	"
63—Barton Pineo	1.10	"
64—Robert Sweatman	1.10	"
65—Robert Hughes	1.10	"
66—George White	1.10	"
67—Judson Kelley	1.10	"
68—Edward Brooks	40.00	per month
69—Isaac Durling	40.00	"
70—Wm. Russell	40.00	"

All Section Men.

71—Cromwell Green	1.10	per day
72—Sam Beals	1.25	"
73—Isaac Bennock	1.10	"
74—Jos. Cameron	1.10	"
75—Isaac Thomas	1.10	"
76—Dan MacKay	1.10	"
77—Ambrose McCormick	1.10	"
78—Jas. Fairn	1.10	"
79—Lloyd Chesley	1.10	"
80—Alex. Easson	1.10	"
81—Wm. Millar	1.10	"
82—Gideon Bent	1.10	"
83—Jas. Burgess	1.10	"



SIMON RILEY

Entered the service of the W. & A. R. in 1871, at Kentville, at the age of 16. Sime, as he was called, was Locomotive Engineer from 1885 until 1922. The last few years holding down the shunter at Digby, and was considered one of the best Enginemen on the D A. R.

The management having his name on the cab of his favorite Engine, No. 20.

Spare Gang.

84—W. W. McLellan	40.00	per month
85—John Pierce	40.00	"
86—W. Ruffee	40.00	"
87—George Hoyt	40.00	"
88—W. T. Kennedy	40.00	"
89—J. Forsythe	40.00	"
90—M. McLenna	40.00	"
91—H. Collins	40.00	"
92—G. W. Eaton	40.00	"
93—J. W. James	40.00	"
94—G. E. Masters	40.00	"

Total pay for August, 1869, for entire road, was \$17,500.07

This payroll included the number of employees excepting the manager and a few officials.

* * * * *

The first passenger train to pass over the Coast Railway from Yarmouth to Pubnico, ran Aug. 9, 1897, L. H. Wheaton acting Superintendent. Shortly after the road was extended as far as Barrington Passage. An excursion train was run from Yarmouth to Argyle and another from Barrington Passage to Argyle. The train for Barrington being crowded, the two trains were coupled together and headed for Barrington. Shortly after leaving Argyle the train parted, leaving four cars in the rear at the top of a very steep grade. Several D. A. R. employees chanced to be travelling on the unfortunate train and noted the fact that the train had been accidentally uncoupled. One of the men immediately applied the hand brakes and stopped the runaway cars, and in all probability prevented a serious accident as the cars were travelling at a high rate of speed. Only a mile below the point, where the uncoupled cars came to a halt, the engine and remaining cars of the excursion train had come to a stop at the station, which was the termination of the railway.

* * * * *

The following steamships arrived from Scotland and docked at Yarmouth: "Prince Edward," Sept. 6, 1897; "Prince George," Sept. 6, 1898; "Prince Arthur," July 3, 1899.

* * * * *

During the years 1870 and 1872 episodes, still common today, featured the history of the railway—cars being left on the main line between stations to be loaded or unloaded, the train following not knowing the cars were on the track and running into them.

* * * * *

Jan. 1, 1872, the W. & A. Ry. procured running rights

from Dominion Government and lease of line from Windsor to Windsor Junction, with running rights over Intercolonial Ry. from Windsor Junction to Halifax. The train service was No. 1 Train from Richmond to Kentville as express, and from Kentville to Annapolis as accommodation. In those days of pioneer railroading, trainmen had to be alert, the trains provided with link and pin couplers and hand brakes. Car trucks were built in the majority by the Starr Manufacturing Company, Dartmouth.

* * * * *

January 20, 1855, the first passenger train out of Halifax was run to Three Mile House (now Fairview) hauled by Locomotive Mayflower, and built by Elias Woodworth, a native of Annapolis.

CURIOS IN RAILROADING.

Stellarton, Nova Scotia, presents a remarkable picture in railroading, which depicts three district steps in the progress of transportation. In this town are located the Albion Road (thought by many to be the oldest British North American Railroad) the more modern Canadian National Railway, and the Electric Road of the Pictou Electric Company—all of which are provided with tracks running side by side.

CURIOUS ORDERS.

December 6-7, 1873.

A. N. Metzler, Kentville.

No. 1 Train—I will come forward to Hantsport, meeting and passing No. 2 Train this A. M. Show this to Mr. Sweet at Newport as your authority received and understood.

J. CLARKE, Conductor.

J. CAMERON, Engineer.

To Conductor Masters and Driver No. 4 Train:

The Evangeline on special wherever you meet her will go coupled to No. 4 Train to the Mount. The Lightning, which brings out No. 5 Train to the Mount, returns coupled to No. 4 Train to Richmond this P. M. The Evangeline brings forward No. 5 Train to Kentville. Show this to Conductor LeCain and Driver, and see that these orders are fully carried out.

A. METZLER.

COPY OF TIME TABLE NOV. 1, 1881.

Steamboat Express—Mon., Wed. and Sat. only—Halifax depart 7.45 a. m., and arrive at 2.30.

Steamer Hiawatha leaves St. John for Annapolis every Mon., Wed. and Sat., connecting with Train No. 6, W. & A. Ry., for Halifax, arriving in Halifax at 8.00.

Steamer Hunter leaves Annapolis every Wed., for Boston direct, and returns from Boston every Sat.

Western Counties Ry. Train leaves Digby on arrival of Steamer Hiawatha from Annapolis.

Steamer Dominion leaves Yarmouth every Sat., after arrival of Western Counties' Ry. Train.

ABOUT:

1885—Steamer Secret went on the Annapolis and St. John run.

1886—Steamers Alpha and Dominion leave Yarmouth every Wed. and Saturday for Boston.

1886—Steamer New Brunswick leaves Annapolis every Tuesday for Boston direct.

1889—Steamer City of Monticello began the daily trip between Annapolis and St. John.

1891—Steamer Boston on Boston and Yarmouth service.

About 1869 or 1870 the Windsor and Annapolis Railway Company were planning on building a railway from Halifax to the Pacific, also to amalgamate or make arrangements with one or the other of the great American railways, such as the New York Central or the Erie.

1881—Older citizens of Nova Scotia recall how in the days of 1881 and 1882 a steamer sailing direct to Boston, came in regularly at the north side of the railway wharf at Annapolis. The steamer Monticello, sailing between Annapolis and St. John, also made use of this wharf, while the steamer City of New York came in to the Whitman Pier. The wharves at Annapolis in those days were frequented by several large vessels loading lumber for foreign ports. The Steamer Evangeline saw regular service, running between Annapolis and Digby and connected the D. A. R. with the Western Counties' Railroad, preceding the completion of the Missing Link.

A remarkable feature of the D. A. R. road is the system of switches. The switches which are in use today and passed O. K., were instituted in 1839, and shortly after condemned.

COPY OF LETTER.

The Windsor and Annapolis Ry. Co.,
General Manager's Office,
Kentville, Sept. 8, 1876.

To John O. Pineo, Esq., and others.

Gentlemen:

Your requisition as to a station house at Wilmot came duly to hand and has received every consideration.

In reply I beg to inform you that I quite concur in your view as to the desirability of better accommodation at this

station, but regret that owing to dullness of business generally as well as the large expenditure being now incurred on works necessary for the safety of the road, the Company is not in a position at present to undertake the expense. I will however, be glad to do everything in my power to further your views and with this object beg to submit for your consideration the following proposal, viz.:

That the signatures of the Requisition (55 in number) voluntarily assess themselves in some agreed on sum for this purpose and further, that in order to secure the general assistance of the people in the neighborhood, who would be benefitted, an endeavor be made to get up an excursion from Wilmot to some place on the Railway. On the part of the Company, I would agree to issue the tickets for the excursion as single fares and devote the whole proceeds to the proposed station building.

I shall be glad to hear from you on behalf of yourself and your co-requisitionists, if some such arrangements as this could not be carried out, if energetically gone about, and result in an amount sufficient for the erection of a station house at Wilmot.

Yours sincerely,

A. MILES.

NOTES AND COMMENTS.

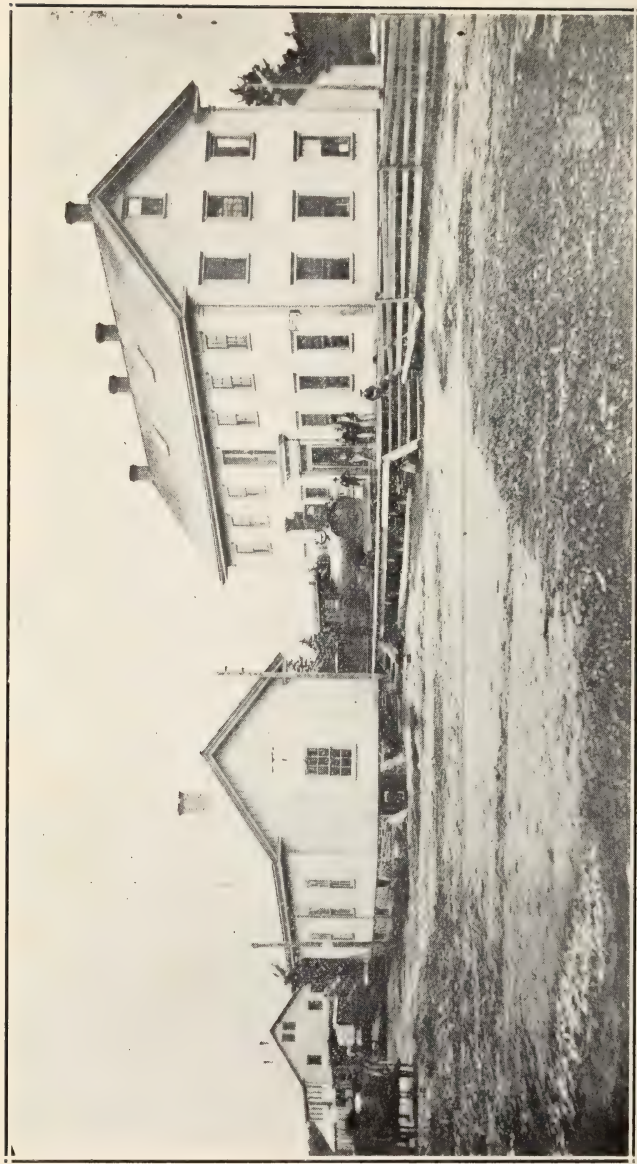
During the winter of 1922, when the great fall of snow blocked railroad traffic to a considerable extent, the North Mountain Railroad crews were confronted at Grafton Cut with a barricade of snow rising thirty feet in height.

MACLEARN FAMILY.

One of the most interesting families of Nova Scotians, connected with the Dominion Atlantic Railway, is the MacLearn family, of Mt. Uniacke. As a young man, Richard MacLearn served as assistant to Mr. Hiltz, station agent on the Nova Scotia Railway at Mt. Uniacke. With a wooden key made by his own hands, Mr. MacLearn learned telegraphy, and eventually became station agent and operator at Mt. Uniacke. Mortimer, son of Richard MacLearn, learned telegraphy from his father at the Mt. Uniacke station, and now holds the position of Chief Despatcher of the C. N. R., Halifax.

Two daughters—Mrs. Ida Robinson and Miss Sadie MacLearn—learned telegraphy from their father, Richard MacLearn. Miss Sadie MacLearn served as station agent at Mt. Uniacke for some years and her sister, Mrs. Robinson, is at present agent and operator at Mt. Uniacke.

The art of telegraphy has also been mastered by the third generation of the MacLearn family. Mrs. Robinson's two sons and five daughters having learned to operate the



First Train arriving at Kentville from Annapolis.

instrument at Mt. Uniacke. William Robinson is now Acting Superintendent of the Halifax and South Western Railway, and stationed at Bridgewater; George Robinson acts as relieving station agent and operator.

THE HALLISEY FAMILY.

One of the best known characters connected with the D. A. R. was Daniel Hallisey—who, through his long and honorable term of service, acted as agent at Beaver Bank Station. It was in the year 1858 Daniel Hallisey became agent, and continued faithful in the despatch of his duties until two years ago, when he retired. John T. Hallisey, a son of Daniel Hallisey, who now occupies the position of Superintendent of the Halifax Division, C. N. R., learned telegraphy in the Beaver Bank Station, while another son, Chief Operator, C. P. R., Halifax, also mastered telegraphy at the same home station instrument.

Mrs. Mary Hopkins, a daughter of Daniel Hallisey, and the present agent at Beaver Bank Station, not only learned telegraphy, but was instrumental in training her three sons and one daughter, all of whom are operators.

KENTVILLE—1921.

D. A. R. employees in Kentville	320
Total annual payroll, Kentville	\$400,000
Total number of employees in Nova Scotia	800
Total amount of payroll in Nova Scotia	\$1,600,000
Cost of coal burned annually	\$300,000
Cost of lumber and ties	\$120,000
No. of warehouses on D. A. R. line	121
Total shipment of potatoes by D. A. R.	1,301,163 bbls.
Apple crop for 1921	200,000 bbls.
Total cars shipped 1921	10,000

If the apples shipped by the D. A. R. in 1921 were placed side by side, it is estimated that they would reach around the world.

More than one-third of the population of Kentville are employees or belong to the families of employees of the D. A. R.

In 1858 Nova Scotia had 105 miles of railway, and at the present date boasts of 1,500 miles of railway construction.

In commemoration of the signing of the Armistice, Nov. 11, 1918, all trains operating on the Dominion Atlantic Railway came to a full stop at one o'clock, Nov. 11, 1921, and remained stationery for two minutes. This silence was observed in the railway's offices, shops and stations with cessation of work for two minutes.

**COPY OF LETTER CIRCULATED BY P. GIFKINS
ON RETIREMENT.**

"Kentville, N. S., Oct. 25, 1915.

Dear Fellow Workers:

I am leaving the service at the end of the present month, and these few lines are to say good-bye. In doing so I wish to thank you heartily for your loyal support.

On my part I have tried to be fair and just. We have been together many years, and the only regret I have is parting with you men who have been my best friends. Farewell!

Yours sincerely,

P. GIFKINS.

CHANGE IN DOCKS AT YARMOUTH.

A change in Yarmouth docks came into effect February 8, 1912, when the Dominion Atlantic Railway Steamships used the Company's Evangeline Wharf, the steamers in the Boston service arriving and departing therefrom. Booking offices for both passenger and freight were located in the Company's building at the head of the wharf.

A night train service between Halifax and Yarmouth came into effect Wednesday, October 15, 1919, carrying sleeping cars between Halifax and Yarmouth, the first train, No. 100, leaving Yarmouth at 9.00 p. m. Train consisted of standard sleeper (10 sections, 1 drawing room, baggage car.) Freight was handled in limited quantities.

June 1, 1917, Semaphores, except Diamond Crossing, Middleton, discontinued at this date. Yard limit boards were placed all along the D. A. R. line.

**DOMINION ATLANTIC RAILWAY COMPANY—NUMBER
AND NAME OF LOCOMOTIVES.**

20.....	Titania
23.....	Regina
24.....	Lady La Tour
25.....	Strathcona
26.....	Governor Cox
32.....	Blomidon
33.....	Glooscap
37.....	Avon
39.....	Lescarbot
41.....	Grandfontaine
42.....	DeMonts
43.....	Byng
365.....	Grand Pre
387.....	Cornwallis
500.....	Membertou

502.....	Poutrincourt
503.....	Clementsport
520.....	Champlain
531.....	Benedict
532.....	D'Aulnay
537.....	Evangeline
556.....	Chamdore
557.....	Subercase

ON TIME RECORD OF TRAINS.

During the month of September, 1924, our passenger trains
Operated as follows:

Train No.	Number Times on Time	Number Times Late	Percentage
3	4	Nil	100 per cent
97	26	Nil	100 "
100	13	Nil	100 "
124	20	Nil	100 "
96	25	1	96 "
99	12	1	92 "
2	22	4	85 "
123	17	3	85 "
95	21	5	81 "
1	16	10	62 "
4	2	2	50 "
98	11	15	42 "

Average for all trains, 82 per cent.

Among other pleasing features of the operation of the "Bluenose" trains during the past summer, including many complimentary remarks as to the courtesy of the train employees, the excellent buffet service, the handling of the train by the enginemen, the absence of black smoke, etc., it is interesting to note that Train 124, from July 7th to September 27th, inclusive, arrived at Halifax on time every trip, except twice, and then was late on account of circumstances beyond our control—once when we were obliged to wait some hours at Yarmouth for the Boston boat, and once when the train was delayed on the Canadian National after we had delivered it to them at Windsor Junction on time.

HENRY J. CAMBIE.

Outstanding among figures connected with the history of the Dominion Atlantic Railway, is the name of Henry J. Cambie, whose first bit of railroad construction was the building of the Windsor and Annapolis Railway. Recognized as the "Grand Old Man Among Canadian Engineers," Mr. Cambie for 68 years served surveying and building railroads

throughout Canada. While serving the C. P. R., through which service he gained a wide reputation in laying out the course of C. P. R. railways through British Columbia and along the Fraser River, Mr. Cambie retired from active duty in 1920.

An interesting story of Mr. Cambie and his construction of the W. and A. Ry., written by Noel Robinson, appeared in MacLean's Magazine in December 15, 1923, and reads as follows: "The railway extended from Windsor, then the terminus of the Nova Scotia Government railways, about 80 miles to Annapolis—named for Queen Anne," he explained, "through one of the most beautiful and fertile valleys in Canada. The Valley, has to my mind, the finest orchards in Canada. From a scenic standpoint, too, it is a very beautiful country. Much of its richest land has been reclaimed from the Bay of Fundy."

"In excavating the site of old Grand Pre, through which the railway runs, they found a great many odds and ends supposed to have been left by the original French settlers. Curiously enough, the Clarke, of Clarke, Punchard & Co., for whom Mr. Cambie built that railway, was a connecting link with the great railway engineer, George Stephenson, for he had been resident engineer under Robert Stephenson, George's son.

A STILLWATER IDYLL.

(Written for the Windsor Tribune 1889, appearing again in Windsor Tribune 1909.)

"Three Fishers, Three Fishers, came out from the West;
Out of the West when the sun went down."

Down towards Stillwater Lake on a dark cloudy morning in
April,
Panting with haste rushed the train from the pleasant vil-
lage of Hantsport;
Seated at ease in the smoker, and free from all business and
worry,
Chatting with Herbert, the Auburn, and Addy, the genial
conductor,
Were Harry and Silas, and he, who is writing this Epic on
fishing.

Windsor is passed, and the Plains, where the boys take the
"shoe line" for Panuke,
Famed far and near for its trout, and dear to the heart of
the Angler,
Newport and Ellerhouse next, and now with such puffing and
snorting,
And showers of fiery red sparks sailing backward like mina-
ture comets,
Climbing the grade came the train to the gorgeous station,
Stillwater,
Emblem at once of the company's wealth; and its care for
the traveller.

Loaded with baggage like mules, while the train rushed on
to the Eastward,
Down to the Lake toiled the fishers and sailed away o'er its
bosom;
Happy and joyous were they while the boat glided through
the bright water,
Laughing and merry with music and spirits—not ardent,
On o'er the calm smiling lake still merry rowed the three
fishers,
On through the narrows, deep fringed with their curtains of
spruces,
Carefully run through the shoals, where many a boulder of
granite
Lifts its bald head from the waves, which ripple and dance
in the sunlight,
Leaving and kissing their faces with murmurs of melting af-
fection.
Silent and grim there they stand like giants in some ancient
story,

Warriors perchance, who have gazed on the head of Medusa,
And ever remain through the years, keeping guard o'er the
scene of enchantment.

Pause for a moment and think, while the oars idly rest on
the water,

Think as you gazed on the scene of the ages long since de-
parted;

See yonder line of white smoke curling up through the trees
in the distance—

There stands the wigwam of bark, the home of the Millicete
Indian;

See, in his fairy canoe how he glides o'er the sparkling sur-
face,

Urging his bark o'er the lake on the track of the fast swim-
ming beaver

Or chasing with long steady strokes the buck, which has
taken the water;

Now as the sun is declining, he slowly returns to the wigwam,
Bearing the spoils of his chase to his squaw and dusky-skin-
ned children,

Fearing no foe to his peace, neither school tax nor County
assessment,

Calmly he smokes in the dusk and reflects on the coming
election,

While stars peep down through the trees and the moon paints
a pathway of silver,

Over the breast of the Lake to the hunting grounds of the
happy,

Trodden by none but the spirits of those who in life have
been worthy.

Gone are the wigwam and Indian, gone are the buck and the
beaver;

Vanished are the birchen canoe and the arm that so swiftly
propelled it;

Naught now remains of the scene save the lake and the
boulders of granite,

All else is vanished and gone like the snow in the breath of
the south wind,

Never again will the red man float o'er the lake in the spring-
time,

Never again will his footstep startle the buck in the forest,
Never again will he carry the spoils of the chase to his wig-
wam.

Men of a different race in a boat Hiawatha never dreamed of,
Float o'er the beautiful lake and capture the trout in its
waters,

"Come," said the steersman, 'twas Sile; " that's enough of
your Indian legends,

Let us away to the outlet and capture some fish for our din-
ner."

So they passed on and away fled the dream with the scene
which produced it.

On to the outlet they went and soon were busily fishing,
Catching the trout that were lurking under the foam in the
eddies;

Bright sparkling trout with a gleam as of silver upon them,
Rushed for the bait and, too late found that death lurked
within it.

Fifty yards from the dam which once had confined the lake
water

Raising the stream, while lumbermen floated their logs
through,

Just where the outlet divides and enters a dark, silent basin,
Leaving a long track of foam where it loses itself in the dis-
tance,

Harry climbed out on a tree, which leaning projects o'er the
dark pool,

And standing erect on a limb, made a cast o'er the dark
glancing water.

Down floated the hook with its minnow deftly adjusted,
Close to the patch of white foam which fringed the edge of
the current.

Floating it went when a flash as of light from the water,
Came, and the gleam of fish through the foam as he seized it,
Then came the rush and the song of the reel fast revolving;
"I've got him," said Harry, and swiftly descending the tree
trunk,

Stepped on a treacherous log and "he's got you," remarked
Sile,

And calmly continued his fishing.

Up to his waist in the pool Young Harry was floundering and
gasping;

Cold is the water in April, and Harry has long rubber boots
on;

Dire was the shivering that seized him as madly he scrambled
and clambered

Grasping as drowning men do to everything near them and
nothing,

Emerging at length he ascended a rock on the edge of the
current;

Dripping he stood there as Neptune when seen by Æneas,
Lifting his "placidum caput" to look on the storm beaten
Trojans.

Quickly he reeled in the line and lo! to his great satisfaction,
Slowly appeared the great trout still valiantly fighting for
freedom;

Freedom to rest in the pool and recover his strength fast
departing,

Landed by Sile from below, in the net still feebly contend-
ing,
Quickly his head is bent backward—his struggles ended for-
ever.

Now to the camp, called McNabs, while the sun is slowly de-
clining,
Hungry and weary and wet, departed the three fishers;
Built in a well sheltered spot, in a cove secure from all
prowlers,
Cone shaped and roofed with birch bark; a defence from the
cold, wet weathers,
Formed with true Indian skill and calling up thoughts of the
builder;
They looked to see planted before it the spear and shield of
the warrior.

Here then they rest for the night and feast on the stores
they have carried,
Feast like the redskins of old when the buffalo hunt is suc-
cessful;
Stretched on the ground at their ease and lazily smoking and
chatting,
Pleasantly pass the hours in the little Indian wigwam;
Sinking at length into sleep by the fire fitfully blazing,
Flinging long lances of light far into the silver forest.
Weaving a thousand weird phantoms of ghostly creation,
Soothed to their rest by the sigh of the lake and the loon's
wild cry from its bosom.

Pleasantly rose the sun next morn on the lake at Stillwater,
Gilding the tops of the trees and awaking the birds of the
forest,
Gilding the boulders of granite and rolling the mist off the
water;
Down to the shore of the lake hastened the three happy fish-
ers,
Strengthened with food and with sleep they launched their
boat on the surface,
Leaving the Indian camp on the shore and the smoke stealing
upward,
Into the track of the sun they went bathed in rays of bright
glory,
In the warm beams they basked, and for a little,
Worshipped the sun as the Persians do in the Orient,
Worshipped the sun and uncovered their head in his presence.

Quickly the day passed away in rowing and fishing,
Passed like a dream that is told with laughter and converse
and music;
Politics only was barred and the subject forbidden;
Nor Haley and Frame nor MacDougal and Smith were admit-
ted.

Twice the sun had risen and set, and on the third day
Homeward they turned their boat's prow and rowed away to
the westward;
Filled were their baskets with trout and their hearts with
contentment,
Back they returned through the shoals with their boulders
of granite,
Back through the narrows deep fringed with their curtain
of spruces,
Back to the shore of the lake where three days since they
departed.

Here on the shore was a scene which told of a glory departed,
Here amid mortar and brick were lying two huge iron boilers,
Monsters whose mouths had devoured the country around
them,
Houses are scattered about, all desolate now and deserted,
Save now and then by a camping party of anglers,
Windows and doors they had none and the wind whistled
through them,
Whistled and moaned as it passed o'er the wrecks of a busy
existence,
Moaned as it passed o'er the relics of glory departed,
Sad were the memories it woke as they mused on this deso-
lation,
Memories of days long ago when the mill stood erect on the
shore.

TO MISTER MURPHY.

(These verses were written after the worst storm ever ex-
perienced on the road, Feb. 17, 1905.)

The sinking sun was sinking low,
One last fond look he cast
Upon the earth all white with snow,
That fell so thick and fast.

The morning dawned and still the snow
Kept piling round our door,
Till well nigh all things here below
Were covered o'er and o'er.

The men went out, but shivered
In the cold and biting blast;
The women groaned and wondered
How long the storm would last.

No teams were seen upon the street,
The trains they could not run,
The rails were buried five feet deep,
Yet the siege had but begun.

The passengers did growl and whine
From morning until noon,
The stations all along the line
Were as silent as a tomb.

Poor Gifkins, at his desk alone,
Bore this burden on his back,
When a voice called over the telephone,
"Can Boss Murphy have the track?"

The manager jumped! He knew his man,
And quickly wired back,
"Side-track that snow plough if you can;
Let Murphy have the track."

Soon steam was up, the fire burned bright,
The "Strathcona" started out;
On such a clear and moonlight night
She'd make the run no doubt.

The Frenchmen shouted with a will,
"Au revoir, we'll soon be back.
We're going through to Kentville—
Boss Murphy owns the track."

On, on they sped from town to town,
No thought of coming doom;
For Murphy's head there was a crown
Could he pull in by noon.

But Murphy had not reckoned
With the snow, the sleet and ice,
And although P. Gifkins beckoned,
He stopped at Paradise.

Still here he waits and grumbles,
And faces cold, hard facts;
"For fourteen days he grumbles,
"I've been holding down these tracks."

The food was scarce, the water low,
His men thought they'd expire;
Poor Murphy hadn't any show,
Nor coal to feed the fire.

Straightway he rose in all his might,
Rage burned within his soul,
"I'll make Annapolis town tonight
And get two cars of coal."

Alas! He suffered sad defeat,
The wheels refused to turn;
We will not say that he is beat,
But he's something yet to learn.

The merchants up and down the line
Were having lots of trouble,
And Sunday being bright and fine,
Turned out "en masse" to shovel.

They worked from dawn to setting sun,
The sweat rolled down their cheeks,
And all declared when they were done,
'Twas the hardest day for weeks.

Oh! How we listen, how we long
To hear the whistle blow—
The sun is getting high and strong,
Yet Murphy does not go.

Oh! Murphy! Murphy! Murphy!
As you lie upon your back,
You can't see the little snow flakes
As they fall upon the track.

Oh! Murphy! Murphy! Murphy!
As you cannot budge an inch,
Send your "photo" thru' to Kentville,
They'll accept it on a pinch.

Cheer up! Cheer up! Boss Murphy,
There are better times in store;
Soon the trouble will be ended,
Your kind face we'll see no more.

Cheer up! Cheer up! Boss Murphy,
Many friends along the line
Hope to see you get to Kentville
"In the good old summer time."

Paradise, February 27, 1905.

MURPHY'S FLANGER.

(January 24, 1878.)

Had you been at Windsor station, standing on the old platform,
On the 24th of January after the big storm,
You would have seen our Murphy Flanger, perhaps not looking very neat,
She has neither paint or varnish, but was built to work complete.

"Musha tood and nay whack fall de radie
Musha tood and nay," says Murphy, "she's the daddy."

Bold Bill, the smith, stood looking on as cross as any turk,
He says, "I tell you, captain, those things will never work,

For once you pull the lever up you will find the old thing
wiggling,
And you never saw good running gear made out of standing
rigging."

Old Davie cries out, "All on board." Isaiah says "Boo, boo,"
With Captain Edwards at the helm we will drive into the
snow.

Tom and Watt stood on the lookout, while the Commodores
did the bossing—

Hard to starboard up she comes, we are now at Doran's Cross-
ing.

And when we did get over that we let her down again,
And if we did not need them more we buried two section men.
We saw their shovels sticking up and heard them crying
"murder,"

But we left them there to curse and swear, as we drove along
further.

Away we went with lightning speed, thanks to Lovett and
Trider,

We smothered up a poor old gal with a little boy beside her;
"Bad luck to yes, can't you see, that thing is off the track."

Over the Poor House Crossing we sped with might and main,
We covered up all the shanties there is at Three Mile Plain.
Black Dixie he stood on the road as we went screaming by
Says "Angel Gabriel, blow your horn, this darkey is goin' to
die."

And over the top of the first class car big Davy stuck his nose,
Commodore Murphy asked him out to see the flanger throw,
But he declined, saying, "You are very kind, but I cannot
stand the snow."

Merrily we sped along, the pride of all the nation,
And quickly covered old man Sweet in passing Newport Sta-
tion;

We did not stop to uncover him, he had too big a dose,
But we made a rush for Mumford dam, the man at Ellers-
house.

Through thick and thin we hurried on, old Nick could not
have caught her,

It was a noble sight to see us going by Stillwater.
We saw snow fly so very high that it went out of sight—
We saw the same snow falling down as we came back at night.

The section men at MacAvoy's ran like a lot of coons,
And when they came to Paddy's Grade they dropped their
wooden spoons,

And says, "This thing has fixed us all and we will have to
shank it,

And see if we can get a job on the Nictaux and Atlantic."

Away, away, boys, for the Mount, it was not a pleasant riding,
And there we saw the great "I am" standing on the siding;
We covered him just like the rest, and made him look half-
vexed;

He says, "This thing cannot be beat in this province or the
next."

He boarded us and stood awhile to see the snow banks fly,
He says, "I will go down to Ottawa and for a patent I will
apply,

And once the papers I have got, I will rig her out in style,
And lease her to the government to flange snow by the mile."

Down Brushy Hill grade now we sped and quickly cleared
the line—

"Quick with the brakes," bold Davy cries, "we will be ahead
of time."

Pretty Jack shivered at the brakes and says, "Hoo the wea-
ther is rank,

But, wait awhile, we will have a wet from Dan at Beaver
Bank."

And now our voyage is nearly out and for the junction dash,
And on the road we covered up Mike Walsh and Paddy Ashe.
When Fraser saw us coming and the cloud of snow we brought
with us along,

He says, "Quick with the semaphore, there must be some-
thing wrong."

Now critics all, both young and old, just take care how you
blow,

And don't give folks a headache in telling what you know,
The man that got this Flanger up has more brains in his head
Than twenty men like you, who on Gaspereaux are fed.

And if you want to see her work, come when the rails are
snowed,

And you will find to your success like our model railroad,
We always run our trains on time, no matter how the weather,
And you will never see us in a drift, with four engines stuck
together.

"I. C. R. VICTIMS OF 1882."

Listen! you kind people,
While a story I relate,
Concerning some railway men,
Who lately met their fate.
'Twas on the sixth of February;
In the latter part of the day,
That the Truro Express left Halifax,
And bounded on its way.

They arrived at Windsor Junction,
And got orders to proceed,
But did not go very far,
When with a coal train it did collide.
The fireman, Alexander Cameron,
Was wounded unto death;
And there beneath the wintry sky
He drew a last, long breath.

Smith, the driver, saved his life
By jumping in the snow;
But Cameron, heroically stuck to his post,
And received his death blow.
And, oh! it was a dreadful sight,
And grieved our hearts full sore;
To see the strong man lying there,
Dying on the floor.

The next was Conductor Geldert,
A man you all knew well;
Who in Grand Lake collision,
At his post of duty, fell.
Poor man, he little thought of harm,
As he left his home that night;
But ere the morning sun arose,
His soul had taken flight.

And, Oh! it was a sad, sad sight.
Beneath the cold gray sky,
To see him lay dying there
And hear his mournful cry.
No doubt the thought of wife and home,
And the children he loved well;
And the agonies those thoughts brought to his mind
No mortal tongue can tell.

The next was Conductor Norman Broad,
Just in the prime of life;
By an accident in Amherst yard,
He also lost his life.
His foot was caught in the treacherous frog,

Which held him hard and fast;
While the cruel cars came backing down,
And o'er his body passed.

Poor fellow! What he suffered
No human hand can paint;
And as we sing about it,
We feel our hearts grow faint.
Poor fellow! He suffered for twelve long hours,
Whilst friends stood by his side;
Then like poor Cameron and Geldert,
He closed his eyes and died.

Oh, God! such sights as these are sad,
As they happen every day
To men who serve their country
Upon this great railway.
While some are in the churchyard laid,
Freed from railway cares and harms,
Others are forced to stand aside
By the loss of leg or arm.

We sing of the heroes of the battle fields,
Of those who brave ocean's gale,
But equally as brave as any of them
Are found upon the rail.
The soldier wears his medals,
Including the India star;
But the railway man's distinguishment,
Is nothing but a scar.

But, God, the Great Redeemer,
No distinction makes,
Between the man who wields the sword,
And the one who turns the brakes.
So, now, my story I have told;
My simple song is done;
And I hope we'll meet above the skies,
When this life's course is run.

REASONS WHY AN ENGINE IS CALLED SHE.

They wear Jackets with Yokes, Straps, Shields, Stays. They have Aprons, also Laps. They have not only Shoes, but have Pumps; also Hose and Drag Trains behind. (pass. and fght.) Behind time all the time. They attract men with Puffs and Mufflers, and when too strong draft Petticoat goes up. They also attract. Sometimes they foam and refuse to work, when at such times they should be switched. They need guiding—it always requires a man manager.

When abuse is given they quickly make scrap. They are steadier when coupled up; but they are a H——— of an expense.

THE OLD TIMER.

The old timer mused by the right of way,
Watched the freight roll down the main;
And his mind turned back to bygone days
That would never come again.
He heard the hiss of the Westinghouse brake,
As a long train came to a stand,
And he thought of the time forever passed
When they did that work by hand.
It was before the "Janney," the old timer mused,
Or other patent hitch,
When we used to cut our train on the run,
And make the flying switch.
The years were crowding on him,
His locks were gray and thin;
But his heart grew young as his mind went back
To the days of the link and pin.
"It was lively work," the old timer said,
"In those days now long passed by,
When we'd cut them off, and kick them in,
And catch them on the fly."
And as she dwelt 'mid those scenes of the past,
To his mind came keen recollections,
Of how they'd go rolling into a town
With the train cut in two or three sections.
And of the wild stormy nights in winter,
When blinded by the wind-driven flakes,
He'd hear above the roar of train and storm
The short, sharp blast for "brakes!"
He recalled how he'd leap from car to car,
Reckless of life and limb,
As he held them down by the "Armstrong" brakes,
In the days of the link and pin.
"Those were hard, tough days", the old-timer said,
"And their memory with me still remains.
Now the engineer does the braking,
As he does on the 'Varnish' trains.
The boys don't ride on the 'Hurrican Deck,'
Since the days of the hand brake are o'er;
Don't climb down the ladders, cut the train on the run,
As we did in the days of yore."
"They were a live wire bunch" the old-timer mused,
"Hard working and full of fun;
The few who are left are scattered,
Many have made their final run,
And I know, when I reach the Grand Station above,
And the Good Saint checks me in,
I'll be greeted by many old friends I knew
In the days of the link and pin."

—(George M. Hill, in "The Railroad Employee.")



(From left to right.)

*Standing—H. Snide, Fireman
E. Rolston, Postal Clerk
C. Barnes, News Agent*

*Seated— W. Clarke, Baggage Master
D. Muir, Brakeman
John Clarke, Conductor
Wm. Ward, Engineer*

SENIORITY LIST.

D. A. R. CONDUCTORS AND TRAINMEN**(March 1st, 1924.)****CONDUCTORS**

1. William Clarke
2. William Herbert
3. Addison G. Nichols
4. John A. Mennie
5. Augustus W. Dickie
6. James Simmons
7. Thomas E. Holmes
8. Daniel McIver
9. George Williams
10. Mansfield Nichols
11. Arthur Hayes
12. Arthur Frizzell
13. William Lightle
14. Maurice Williams
15. T. Harry Taylor
16. Ralph Cleveland

17. Kenneth McIver
18. Raymond Crosby
19. James MacKenzie
20. Duncan Goodwin—*
21. Harry Haystead
22. William Quigley
23. Gordon B. Arnold
24. Vaughan Young
25. Melvin D. Woodman
26. William Hopkins
27. Hugh Taylor
28. Stanley Burrell
29. A. E. Hartlen

YARDMEN

- B. Ritchie
A. Matheson

*—Deceased.

TRAINMEN

1. Cecil L. Pentz
2. George K. Balkam
3. Walter L. McDowell
4. George Devine
5. Roy Whitman
6. Waldo Crosby
7. James Kerr
8. Walter Reading
9. Frank Suttie
10. James Ferguson
11. E.M. Crosby
12. Harry Williams
13. Robert Ross
14. Avard R. Morse
15. G. M. Pineo
16. Clarence W. Potter
17. Harry Thorpe
18. Wilbert R. Foster
19. Melvin Benjamin
20. Elmo E. Porter
21. John Burgess
22. Cecil Durling
23. Arthur Landry
24. Oscar Bent

25. Cecil Guild
26. Max Morton
27. Don G. Crosby
28. Frank Toomey
29. Thomas Ward
30. Joseph Dickie
31. William Simmons
32. Harold Stillman
33. Hugh McGregor
34. Harley Veinot
35. Walter Taylor
36. Ralph Densmore
37. Wilfred Longley
38. Simeon Harvie
39. Lee W. Goodwin
40. Wilfred Holmes
41. Kerr H. Merriam
42. John Lightle
43. William Rawding
44. James Bailey
45. A. Gates
46. Daniel McIsaac
47. G. L. Wallace
48. Charles Herbert

SENIORITY LIST.

D. A. R. ENGINEERS AND FIREMEN

(July 22nd, 1925.)

ENGINEERS:

- | | |
|------------------|------------------|
| 1. | 27. B. Balkam |
| 2. J. Leitch | 28. W. Toomey |
| 3. A. Palmeter | 29. J. MacRae |
| 4. H. Ward | 30. A. Manning |
| 5. E. Harvie | 31. C. Herbert |
| 6. R. Mosher | 32. L. Pitman |
| 7. | 33. H. Ritchie |
| 8. | 34. C. Barnaby |
| 9. J. Spinney | 35. F. Corning |
| 10. C. Stockall | 36. W. Mahoney |
| 11. C. Ritchie | 37. F. Moxon |
| 12. C. Corey | 38. H. Walsh |
| 13. W. Young | 39. D. DeLoughry |
| 14. W. Hiltz | 40. F. Barnaby |
| 15. C. Churchill | 41. W. Lockhart |
| 16. B. Hartlen | 42. T. Walsh |
| 17. R. Hibbard | 43. R. Golden |
| 18. M. Roop | 44. S. Mahoney |
| 19. F. Andrews | 45. A. Melanson |
| 20. S. Roddick | 46. C. Hiltz |
| 21. H. Copeland | 47. Ira Ritchie |
| 22. L. Currie | 48. J. Warden |
| 23. W. Ritchie | 49. A. Lynch |
| 24. E. Hiltz | 50. A. Currie |
| 25. W. Dill | 51. H. Rich |
| 26. G. Cleveland | |

FIREMEN:

- | | |
|-----------------|---------------------|
| 1. | 18. Wylie Ritchie |
| 2. C. Webb | 19. G. Conrad |
| 3. R. Fudge | 20. |
| 4. L. Daniels | 21. H. Harris |
| 5. T. Isnor | 22. R. Harvie |
| 6. R. Saunders | 23. E. Johns |
| 7. W. Banks | 24. R. Hiltz |
| 8. J. Williams | 25. Wenford Ritchie |
| 9. C. Clamp | 26. C. McCann |
| 10. H. Trask | 27. A. Harvie |
| 11. A. Ells | 28. C. Parker |
| 12. W. Mason | 29. J. Grant |
| 13. E. White | 30. E. Logan |
| 14. C. Marshall | 31. Paul Trask |
| 15. R. Stockall | 32. H. O'Grady |
| 16. W. Rawding | 33. Earl Hiltz |
| 17. P. Lake | 34. H. Lightle |



LATE DUNCAN GOODWIN.

The subject of this brief sketch was born at Stewiacke, N. S. From early boyhood railroading had a great fascination for him, and he frequently visited the Truro yards on the arrival and departure of trains, especially those conveying freight, to the loading and unloading of which he lent a helping hand.

He entered the service of the I. C. R. as brakeman, at the age of 16, did road work for some time and was put to shunting in Truro yard. Later he went west and to the United States and on his return about 1902 became one of the first Conductors on the Midland Railway.

A FORMER LIST OF D. A. R. CONDUCTORS AND ENGINEERS, MANY OF WHOM HAVE PASSED AWAY.

CONDUCTORS:

Edward Dennison—*
George Donkin—*
Joseph Edwards—*
John Clarke—*
Edward Ritchie—*
Addison LeCain—*
John Carroll—*
Arthur Herbert
Wm. Corbitt—*
John Ritchie—*
W. Clarke
Wm. Herbert
Daniel Muir
Wallie Piggott
Wm. McIntyre—*
Wesley Jacques
David McNutt—*
George Williams
Harry Burrell—*
Addie Nichols
Mansfield Nichols
James Simmons
Wm. Lightle
D. Goodwin—*
Thos. Holmes
Jas. McKenzie
H. Haystead
M. Williams
R. Crosby
Wm. Quigley
M. Woodman
J. Matheson—*
John Yeomans
Jas. Keyes—*

*—Deceased.

Albert Frizzell—*
Arthur Frizzell
A. W. Dickie
John Mennie
W. Driscoll
Cecil Pentz
K. McIver
D. McIver
Harry Taylor
Con. N. Margeson
John Yeomans

ENGINEERS:

Wm. Boyd—*
J. McLellan—*
Al. Carter
James Griffen—*
O. Copeland—*
F. Carter—*
Wm. Ward—*
Geo. Lockhart—*
John Cameron—*
Wm. Manning
S. Riley—*
Robt. Stewart—*
Jas. Edwards
Harry Snide
Daniel Ashe
Fred Kilcup
Archie Leitch
John Redmond—*
Mike Griffen—*
B. Ackman—*
Obediah Pudsley—*

